ANSIT ISSUE: NYC'S NEW COMMUTER-CAR LOOK p. 22 APRIL 4, 1966

RAILWAY AGE WEEKLY

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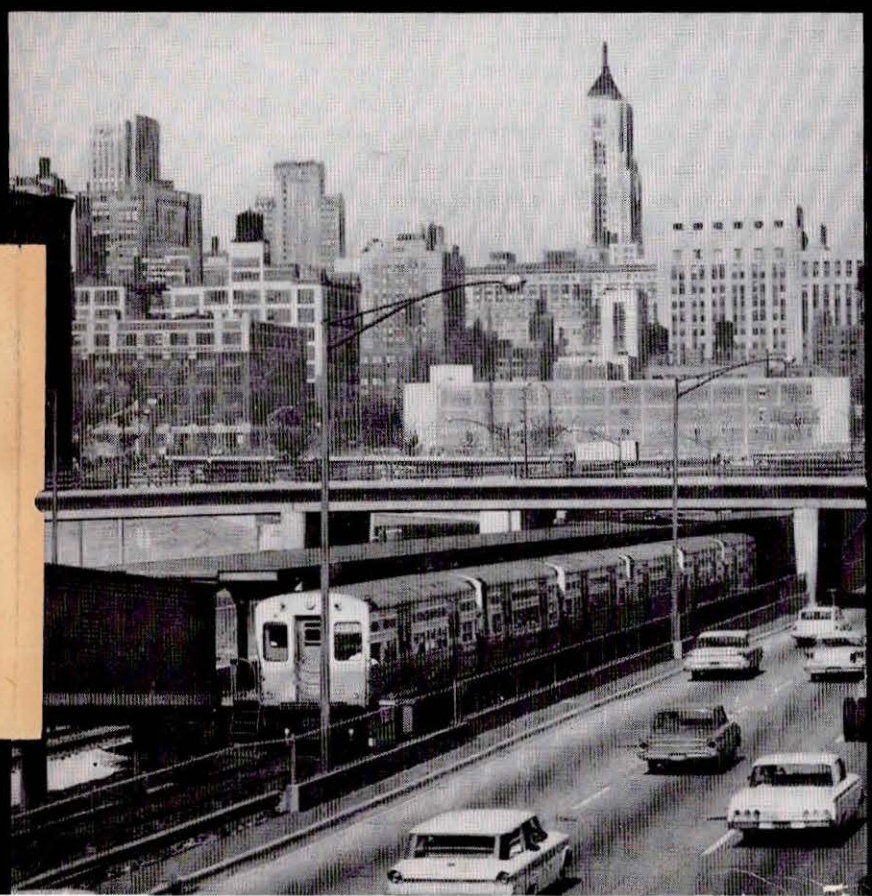
There's transit talk deep in the heart of Texas p. 16



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Chicago: ACI for transit

CTA introduces automatic car identification p. 18

From below freezing conditions of −30° F. in Alberta, Canada to sizzling temperatures above 110° F. near Houston, Texas, more than 100 Marquardt Electronic Track Circuit installations are demonstrating continuous reliability and economical fail-safe operation. Whatever the environmental condition, the E-T-C represents the ultimate in low-cost frequency overlay circuits.

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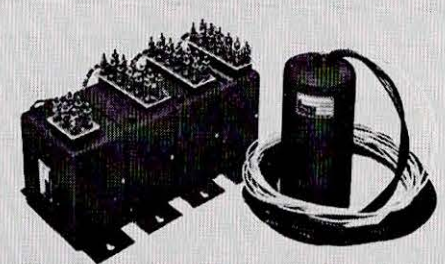

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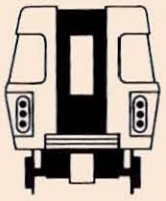

Getting commuters out of their autos and into rapid-transit cars is no easy ride. You've got to make your cars as inviting, comfortable and beautiful as anything out of Detroit. And that's where aluminum comes in.

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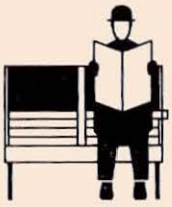
Aluminum is readily available for transit applications. Handsomely finished Alcoa® Aluminum in natural brushed, baked-acrylic, porcelain-enamel, laminated-vinyl, clear-beaded and anodized is available off the shelf for your designs. Plus extrusions, patterned sheets, paneling, forgings, castings, trim and tread plate. Beauties, all.



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Alcoa Aluminum has been used in rapid-transit cars since 1903. We're pioneers with a knack for staying young. Pick our beauties—we're ready for you.

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ALCOA

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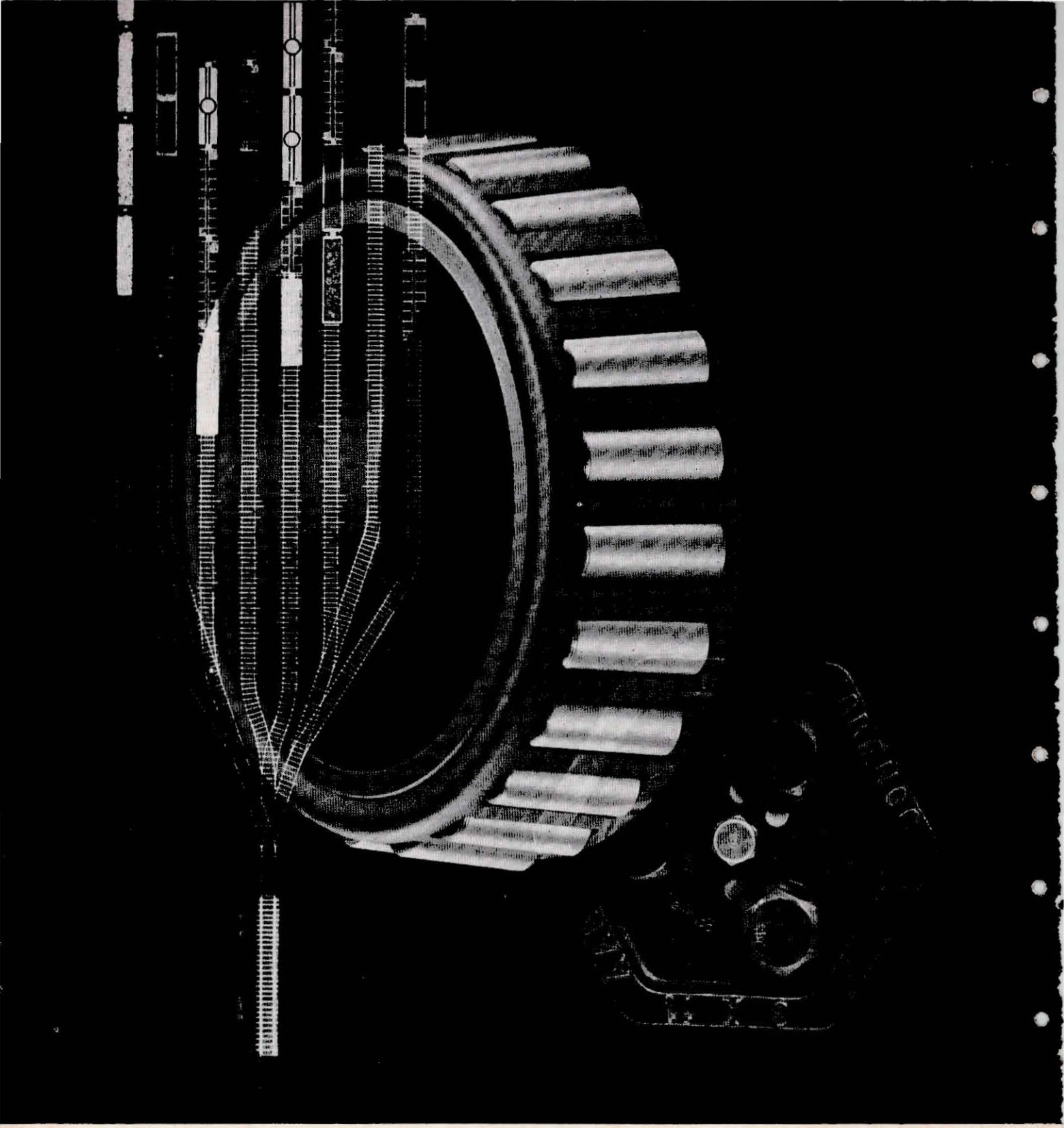

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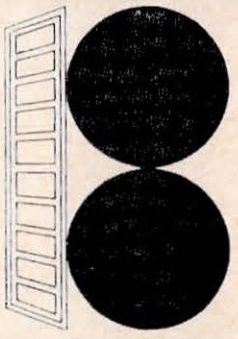
Brenco *crown-taper* roller bearings are the most modern of all.



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THIS WEEK

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Highways alone haven't been up to the job of moving people—so the latest study proposes mass transit.

18 Chicago: CTA introduces ACI

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A $1.6-million car-conversion program will give the road 40 high-capacity coaches for its Hudson and Harlem Divisions.

26 Unit trains move alumina 1,700 miles

Alcoa has acquired 110 aluminum covered hopper cars for service in one of the longest unit-train operations yet established.

28A Rice 'barnstorms' with ACL safety act

An all-out campaign to reduce the number of personal injuries on the Atlantic Coast Line has been highly successful.

38 The Action Page—RLEA ignores wage guidelines

Railway labor demands don't just strain President Johnson's guidelines—they punch holes in it a yard wide.

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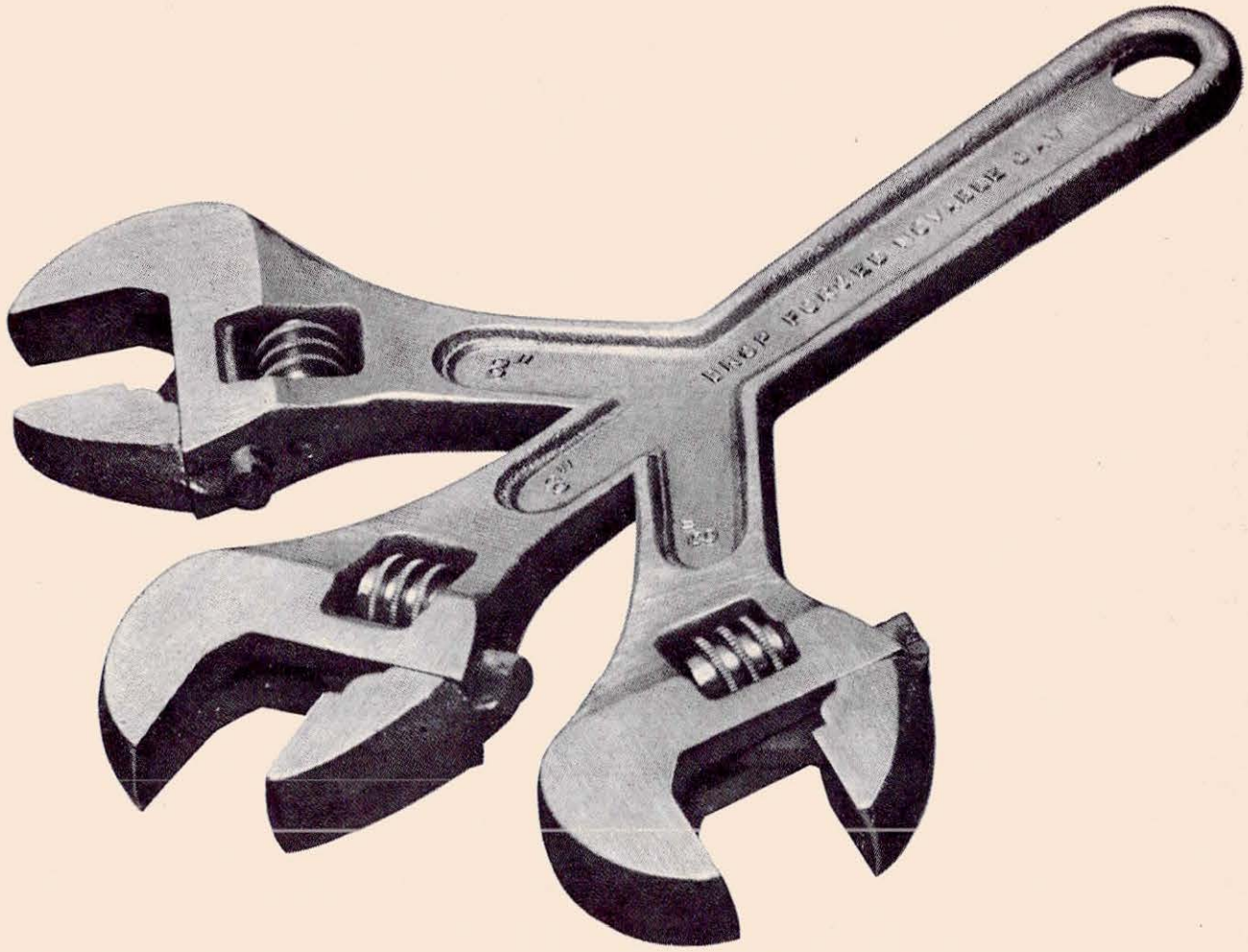

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There's great capacity in every part of our operation, every part of our products. Like the wide line of trailers we offer—to broaden your choice. The research that brings you the most advanced features. The landing gear on our van that stands up under 100,000 lb. loads. The full-length aluminum extrusions that give our EA tanks extra strength without extra weight.

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SHORT AND SIGNIFICANT

Serviceable car fleet larger than year ago

Class I railroads had 1,400,754 serviceable owned cars as of Mar. 1—up from the 1,398,903 serviceable cars in the fleet on Mar. 1, 1965—according to the latest tabulation of the AAR's Car Service Division. The railroads had fewer cars awaiting repairs as of Mar. 1 this year compared to those sidelined on the corresponding date last year, 79,695 to 88,885. In the 12 months ended Feb. 28, 1966 the carriers installed 67,858 new cars, up from the 67,009 added to the fleet in the 12-month period ending February 28, 1965.

●

N&W and C&O shareholders vote on merger May 12

Shareholders of the Norfolk & Western and the Chesapeake & Ohio will meet May 12 in Roanoke, Va., and Cleveland, O., respectively, to vote on whether or not they want the two railroads to combine to form a 26,460-mile system. Holders of more than two-thirds of the common stock of each road must approve, after which the Interstate Commerce Commission has the final say. N&W has 63,000 shareholders, C&O has 107,000. The two roads filed a merger petition with the ICC last October, which also provides for inclusion in the system, on specified terms, of the Delaware & Hudson, Erie Lackawanna, Boston & Maine, Reading and Central of New Jersey.

●

SP the wide-door box car king?

Wide-door cars are in great demand with shippers of forest products and other commodities that are loaded mechanically. And since Southern Pacific handles some heavy traffic for timber people, the road has been working steadily expanding its wide-door car fleet. Last week SP announced it had placed an order for another 1,475 wide-door box cars costing about $21 million, which, when added to the fleet, will boost the road's ownership of wide-door cars to 35,000 units—an increase of 70% since 1959. Already, SP owns one out of every 10 wide-door box cars in use on U.S. railroads.

●

Truckers led field in '65 operating revenues gain

Truck lines recorded a 13% hike in operating revenues last year—hitting $7.581 billion—leading all other forms of transportation in percentage increase. Class I railroads had 1965 total operating revenues of $10.208 billion for a 4% increase in volume. Net income after fixed charges, for the railroads, advanced to $814,740,000 from $692,525,000. The railroad and truck figures are contained in a compilation made by Carrier Reports, which shows that, over-all, the nation's 1,395 large carriers increased their 1965 operating revenues 8% over 1964.

●

RI plans revision of passenger operations

Rock Island has worked a tremendous improvement in its position in a relatively short time —but passenger service remains a major problem. And so, RI will go before the ICC in the near future with a program for sweeping service changes. In effect, the plan—if approved—would take the road out of the long-haul Chicago-Denver and Chicago-Los Angeles markets, and put it more strongly into mid-range markets between a number of Midwestern cities. Says Chairman and President Jervis Langdon, Jr.: RI proposes "a pattern of service specifically designed to serve those cities . . . which are dependent on Rock Island. If successful . . . Rock Island would be ahead by an estimated $2 million a year, based on present day wage and material costs, and provide a passenger service more in keeping with the demands of the day."

MONDAY MORNING REPORT

Rock Island—the patient grows stronger

The prayers murmured over ailing Rock Island a year or so ago were either ignored or answered, depending upon how you look at it or what you were praying for. At one point, RI did seem deserving of the last rites. The once-proud road was sinking fast, and there didn't seem to be much hope in sight. But times have changed, and they've changed in a hurry—and while Rock Island's report to its shareholders a year ago was a pretty bleak document, the report this year is full of hope.

Teamwork isn't just a word

People who talk with RI department heads these days have a certain problem in getting the department heads to talk about their own operations. To be sure, Rock Island officers are proud of what they're individually doing—but they're just as proud of what everybody else is doing to build up the railroad. There's excitement in the air, and enthusiasm, and appreciation of the high degree of interdepartmental cooperation which is helping to speed RI's recovery. And there's a real devotion to the boss, Chairman and President Jervis Langdon, Jr., even in these hard and cynical times. Langdon, since coming west from Baltimore & Ohio has shaken up Rock Island as few railroads have been shaken. The team is his, now—and it's putting out maximum effort. Barring completely unforeseen developments, RI will make money in '66.

Meanwhile, what about UP and C&NW?

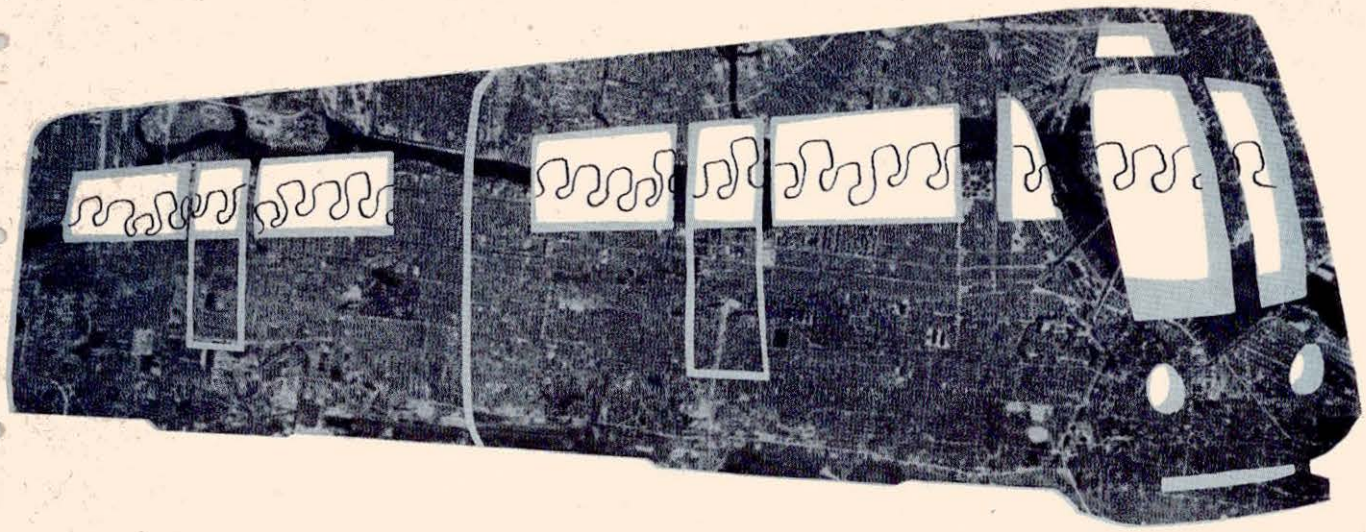
So how about Rock Island and merger? Is the change in RI changing its future possibilities? The only safe answer is "maybe, maybe not." But RI—along with Union Pacific and Chicago & North Western and everybody else that's involved—is alive to the situation. Hearings before the ICC were supposed to begin early last month, but they were rather suddenly and indefinitely postponed. Now, C&NW is moving ahead with a new offer to RI shareholders, UP is trying to consolidate its gains and RI itself is weighing things carefully.

A whole series of "If's"

When hearings do finally begin, RI will oppose North Western's bid and, says Langdon, "again express its strong conviction that Rock Island's long-term future is best assured if it becomes part of a strong transcontinental system, supported by UP's vast resources." As for the choices open to shareholders, RI's chairman and president puts it this way: "In appraising the North Western offer, Rock Island stockholders with an eye to the long term may well consider whether, if the UP unification fails, they wish to be committed to North Western's proposal (whereby RI would come under North Western control, contingent on ICC approval, of course). As a result of the improvement program now under way on Rock Island, still better terms from another railroad, or other railroads, might then become available. In fact, if the Union Pacific merger is disapproved, a continuance of independent operation by Rock Island, for a period of time, might be in the best interest of stockholders."

And the years pass . . .

As realists, RI people are operating as if their railroad will stay on its own; they have to—because even the most optimistic forecasts see any merger a matter of years away. C&NW Chairman Ben W. Heineman tops it off with this terse comment: "Unless through the initiative and statesmanship of the numerous railroads involved some method is achieved for resolving the controversy over RI, short of litigation to the bitter end, there will be, in our opinion, no ultimate disposition of the Rock Island matter for at least five to eight years."



Probably:

In the next year or so, hundreds of thousands of people will be looking at, planning or voting for new rapid transit systems. Experts say these will be rail systems.

Good.

Because controls can be considered now . . . which is decidedly to everyone's advantage. And nobody knows more about transit controls, especially rail, than we do. Ask the people in Chicago, Cleveland, New York or Toronto. They are now benefiting from the fact that we have never been stumped by a controls problem.

Everything will be posh.

There's little doubt that these new rapid transit systems will pamper riders. Plush seats. Air conditioning. Tinted picture windows. Automatic ticket takers. Total comfort.

But.

Such necessary luxuries will be of little use unless the control system assures on-time convenience and safety.

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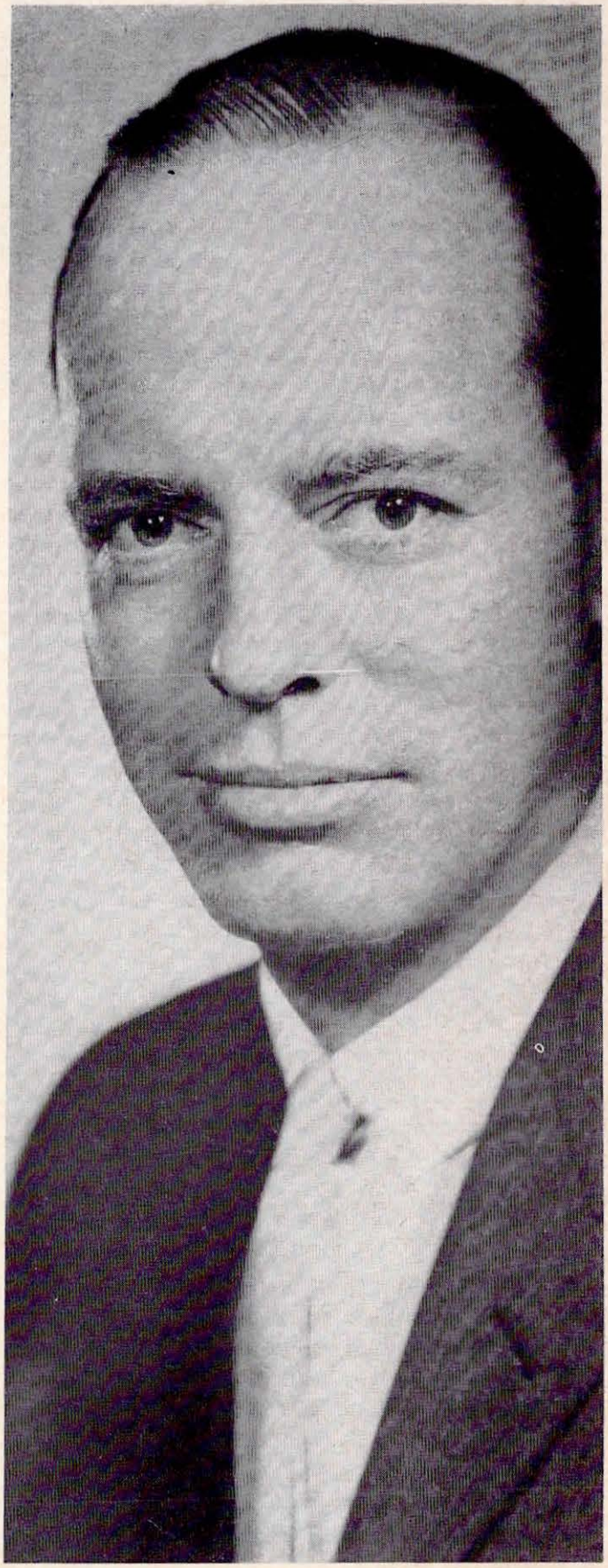

JOHN J. GILHOOLEY, MEMBER
New York City Transit Authority

"The vital role of mass transit in nurturing the economic and social life of cities was forcefully underscored for millions of persons during the first 13 days of this year when New York City was deprived of subway and bus service.

"Thus, what has long been recognized by government leaders was demonstrated in the most painful way to the residents of metropolitan New York: the vital, transcendent importance of an efficiently functioning mass transit system to the welfare and economy of large cities. Such informed opinion by government and industry has sparked enlightened legislation and imaginative research, all directed toward achieving higher levels of mass transit service.

"I appreciate having Railway Age because it keeps me up-to-date on new legislation, improvements in every phase of the transportation industry and the activities of my many friends in the railroad field."

WEEK AT A GLANCE

Firemen strike, but are ordered back to work . . .

Members of the Brotherhood of Locomotive Firemen & Enginemen walked off their jobs on eight railroads, coast to coast and from Canada to the Gulf, at one minute after midnight Mar. 31—14 hours later they were ordered to return to their jobs by a federal court restraining order. U.S. District Court Judge Alexander Holtzoff in Washington, acting on a petition by the railroads, ordered an end to the walkout, adding that "we have a war and the entire public is affected."

The BLF&E called the strike despite an earlier restraining order issued by Judge Holtzoff on Mar. 28. The unions argued that it staged the walkouts over an issue not covered by the U.S. District Court order handed down earlier. The union officers contended that the strike was legal, and that it stemmed from the railroads' failure to negotiate on a BLF&E training-program proposal.

On the Firemen's strike list was Illinois Central, Union Pacific, Missouri Pacific, Grand Trunk Western, Pennsylvania (west of Harrisburg, Pa.), Seaboard Air Line, Boston & Maine and Central of Georgia. The pattern seemed to indicate that the Firemen hoped to create a widespread tieup which would not at the same time deprive any area of all rail service.

. . . and restoration of jobs is again the issue

As for the restraining order clamped on the union Mar. 28, Judge Alexander Holtzoff had set a hearing for April 4 in Washington. At the core of the dispute is the BLF&E's contention that conditions in existence two years ago must exist again today, and that the railroads must reestablish jobs eliminated under the award of Arbitration Board 282. The carriers hold that effects of the award remain until such time as they are changed under the processes of the Railway Labor Act. The Brotherhood of Railroad Trainmen has also advanced termination-of-effect arguments with regard to crew-consist changes made under the arbitration award, but were told they can't strike over the issue.

Meanwhile, the Brotherhood of Locomotive Engineers reacted sharply to the BLF&E strike. Said Grand Chief Engineer Perry S. Heath: "In my opinion, this is an illegal strike. The provisions of the Railway Labor Act have not been complied with." He also referred to the BLF&E training-program move as "an invasion of the jurisdictional and contractural right of the BLE."

Second quarter freight traffic looks good

The 13 Regional Shippers Advisory Boards have jotted down their estimates of revenue freight car loadings for the second quarter, and a tally shows an expected 3.5% increase over the corresponding quarter last year. The Boards, in their nationwide estimates, say that some 7,031,284 cars of revenue freight will be loaded in the next three months. The forecast, taking into account heavier loads and a longer average haul, represents an increase of about 8% for all freight traffic in terms of ton miles. The heftiest percentage gains were forecast by the Trans-Missouri-Kansas Board, 10%, and the Northwest Board, with an expected 9.6% increase. Twelve Boards predicted increases in the number of cars loaded with freight in the second quarter, with one Board (Atlantic States) estimating a 0.3% decrease compared to 1965.

SECOND QUARTER LOADINGS ESTIMATES

Shippers Advisory Boards	Per Cent Change
New England	1.8 Inc.
Atlantic States	0.3 Dec.
Allegheny	0.6 Inc.
Ohio Valley	3.8 Inc.
Southeast	5.2 Inc.
Great Lakes	0.2 Inc.
Central Western	3.3 Inc.
Mid-West	4.2 Inc.
Northwest	9.6 Inc.
Trans-Missouri-Kansas	10.0 Inc.
Southwest	1.7 Inc.
Pacific Coast	3.9 Inc.
Pacific Northwest	2.2 Inc.
Total	3.5 Inc.

High price tag on NH fast-train improvements

What would it cost to get the New Haven in top shape for high-speed passenger service in the Northeast Corridor? Anywhere from $500-$700 million, according to a preliminary report prepared by consultants Louis T. Klauder & Associates for the Commerce Department.

The report was originally meant only for the eyes of New England congressmen—who promptly leaked word as to its general content. The study was gauged to establishing criteria for operating high-speed hourly service daily between New York and Boston. The big expenditures would be for new signaling, elimination of grade crossings and curves and extension of electrification now in existence between New York and New Haven.

The $200-million sliding figure bears on speeds that might be attained: engineering costs rise sharply as top-speed moves from 125 to 150 mph.

Russians planning high-speed trains

While railroad passenger traffic in the United States continues to shrink, train travel in the Soviet Union is hitting new highs year after year. To move the passenger loads more efficiently the Russians are now planning to improve their rail system to permit passenger trains to run at speeds up to 150 mph. In what might be considered the Soviet Union's counterpart of the U.S.' Northeast Corridor—the 400 mile stretch between Moscow and Leningrad—the Russians have already been running trains that at times hit speeds of 100 mph. Experimental Czechoslovakian electric locomotives used in the tests have reached speeds of 130 mph, officials said.

GUS WELTY'S LINES ON LABOR

WELTY

SOME PEOPLE CAN'T BELIEVE that the much-publicized feud between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen & Enginemen is all really that bad. Representation raids and public statements and printed attacks to the contrary, these folks think, the whole bit is a tempest in a steam dome, as it were—because unions get mad at management, not at each other. Ordinarily, this would be a point worth careful consideration. But there's a piece of propaganda making the rounds which makes it seem that the BLE and the BLF&E are, indeed, engaged in combat which is mortal or pretty close to it.

THE PIECE OF PROPAGANDA purports to be a resolution presented at last December's AFL-CIO convention. And, after five "whereas" clauses that indict the BLE for various alleged activities, there are two "resolved" clauses—one giving "the full support of organized labor" to the BLF&E and the other declaring that the aforementioned activities of the BLE "are hereby strongly condemned."

THE ENGINEERS, it should be noted, are accused of such things as indicating a willingness to have engineers work without firemen; "advocating, and lobbying in concert with railroad management" for repeal of state crew laws; and endeavoring "purposely . . . to undermine and destroy . . . beneficial rules contained in contracts with management by the BLF&E."

WHAT HAPPENED to the resolution? One version of the document, picked up in the field, says the AFL-CIO Resolutions Committee recommended referral of the resolution to the Executive Council. Then there's a notation that the committee recommendations were adopted and "text of resolution approved at 6th Biennial Convention, AFL-CIO."

NOT BEING A MEMBER of the AFL-CIO, the BLE wasn't around to defend itself. But Grand Chief Perry S. Heath did, on Feb. 25, fire off a protest letter to AFL-CIO President George Meany (with copies to members of the Executive Council and of the Railway Labor Executives' Association). Heath called the document "vicious propaganda," and termed it "almost unthinkable that the officers of the AFL-CIO would permit the vindictive, totally unjustified and self-serving item in question to be circulated as representing to any degree their personal attitude or conviction." A month later, as of March 28, the BLE reported, Heath hadn't received a reply from the AFL-CIO chief executive. Meantime, it's business as usual, and the battle continues—with the BLE winning the latest round, successfully defending the contract covering firemen against a BLF&E challenge on Richmond, Fredericksburg & Potomac.

Circle 6 on reader service card ►

For BART

The new General 70-E truck designed especially for BART by General Steel Industries, Inc., is now being evaluated in an historic series of runs at the Diablo test track by Parsons Brinckerhoff-Tudor-Bechtel.

GSI's BART truck has successfully and reliably completed more than 12,000 miles of operation simulating actual service conditions as specified by BART.

In the tradition of all GSI trucks the BART design was created to provide a passenger-pampering ride, smooth and free of noise and vibration—based on the strength and proven safety of cast steel.

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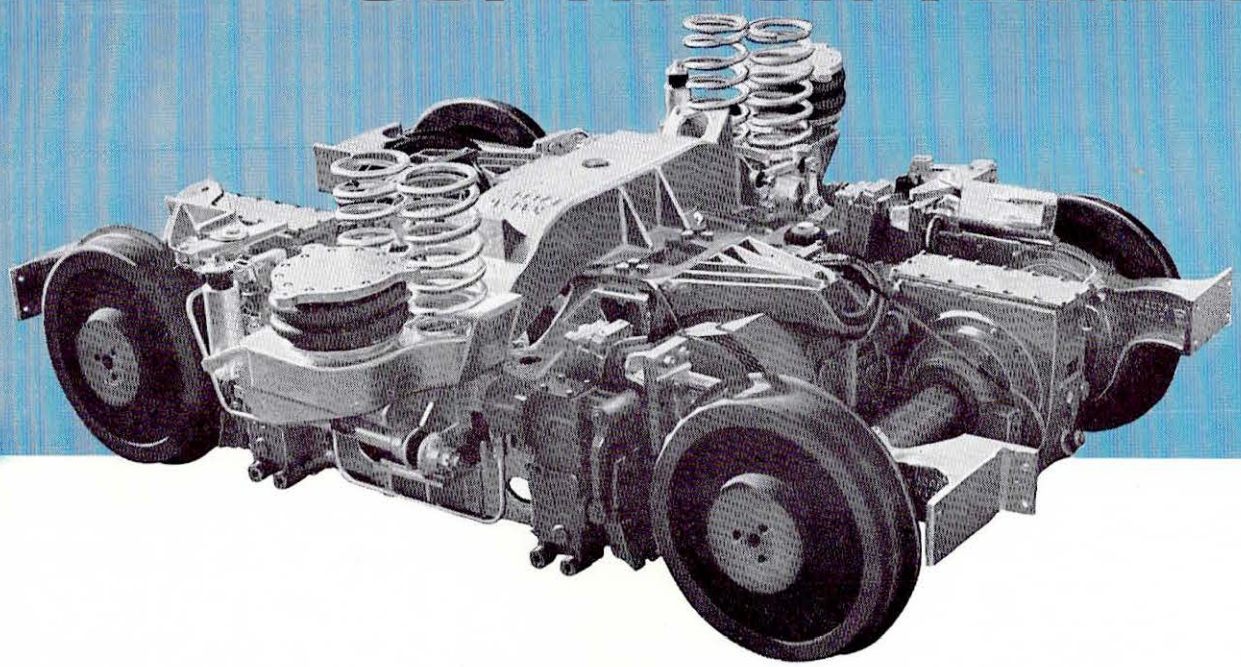

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Steve Rudy and all the other guys . . . many reasons you'll get a better job at Berwick.

Berwick Forge and Fabricating Corporation

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Passenger aid called 'necessary, practical'

Will government intervention in the passenger business lead to government takeover of railroads? Not in the opinion of Pennsylvania Chairman Stuart T. Saunders. "On the contrary," Saunders told Pennsy shareholders last week, "it is a necessary and practical step in the preservation of free enterprise in the railroad industry."

In 1965, PRR's passenger operating deficit rose to $41.8 million, from 1964's $34.9 million. This meant, said Saunders, that "approximately 48 cents out of every dollar of net freight operating income was consumed by our 1965 passenger losses."

Writing in the company's annual report, the Pennsylvania chairman went on to say: "We hold little hope for our long-haul passenger traffic, but we are considerably encouraged about the possibility of eventually cutting our deficits on medium range and commuter passenger services. This emanates from increasing acceptance by federal, state and local authorities of the necessity for preserving and improving rail systems as an integral part of mass passenger transportation."

It's clear to Saunders that "the basic problems of existing railroad passenger service cannot be solved by the railroads alone. It has become predominantly a public service rather than a private business enterprise. And where the general welfare or national security calls for certain rail passenger services, the financial deficit incurred should be a responsibility of government and not of the carriers."

"Fortunately," Saunders added, "the public service concept is gaining headway throughout the nation. This is good economy for the taxpayers, since one railroad line can carry as many passengers as 20 lanes of modern express highways."

As for the Northeast Corridor high-speed passenger-service project, Saunders said work has already started on upgrading roadway, tracks and catenary to accommodate higher speeds between New York and Washington. He said PRR "will develop scheduled 100-mph service within 18 months. We hope that this will lead to 150-mph trains by 1970." ■

R. G. LEWIS

AS THE PUBLISHER SEES IT...

LADIES IN TRANSIT—Henry P. Stockbridge, director of new product planning at the B. F. Goodrich Company, makes an interesting observation about the rapid transit movement— usually considered to be pretty much in the realm of the males. The distaff side, he points out, may play a big part in influencing the trend toward rapid transit. Besides being riders themselves, ladies can be convinced that *good* transit will get their husbands home sooner, and very likely in better temper. And, importantly, in one-car families, there is a better chance that the car will be left at home available for their use. I hope this is an angle which transit promoters are keeping in mind.

HPS, incidentally, was in West Germany last summer, checking out technological developments at the International Transport Fair in Munich. It's a small world, though: he ran smack into a group of railroad men over from the States on a Railway Age tour.

RAILROAD EQUIPMENT TOME—Late in April Simmons-Boardman will release one of its biggest publications, The Car and Locomotive Cyclopedia, with more than 1,200 pages. This is the first time the old Car Builders' Cyclopedia, first published in 1872, and Locomotive Cyclopedia, started in 1905, have been combined. With many new car designs—not only for freight cars but for passenger and rapid transit cars as well—coverage of design, construction details and components will take up about 1,000 pages. Locomotives, restricted to a relatively small number of off-the-shelf models now that dieselization has brought about standardization of motive power, will be covered by just over 200 pages.

We take a lot of pride in publishing this great educational and reference volume in cooperation with the Mechanical Division of the AAR.

'BOB SMART' GETS AROUND—The job of any responsible trade paper is (we feel) not only to keep its own industry informed—but also to project that industry's image to opinion leaders who are on the outside looking in. We tried to perform this latter service in our Feb. 7 issue by publishing a fable, "How Bob Smart Invented the Train," with the editorial comment: "Railroaders appreciate the basic logic of trains. Most members of the public do not . . ." I'm pleased to report that five other publications have reprinted our fable; in addition, we have furnished hundreds of reprints to railroads and suppliers who are interested in spreading the story of railroad efficiency. Some reprints are still available; if you're interested, write to George Johnson in care of this magazine, 30 Church St., New York 10007.

Among the many letters we received on "Bob Smart" was one from a college professor in Maryland who wanted reprints "for analysis in freshman composition and rhetoric classes as a specimen of successful contemporary persuasive writing." While we appreciate this complimentary appraisal, we feel that the real value in the "Bob Smart" story is to get it before the railroads' customers. Why not, for example, tack up reprints in passenger stations; or give them to freight representatives as interesting leave-behinds?

MARCH, THE MILESTONE MONTH—For railroads, railroaders and suppliers, March was a month dotted with anniversaries, milestones and such. There was Trailer Train celebrating its 10th birthday . . . Chicago & North Western winding up a decade-of-comeback under Ben W. Heineman and his management team . . . and a major supply company, FreightMaster Division of Halliburton Co., speeding past a production milestone, the turning out of the 40,000th FreightMaster cushioning device. Coincidentally, TTX has been a top customer for these cushioning systems, with about 7,800 car sets in service on Trailer Train flats.

HOUSTON Transit talk gets

Highways alone can't do the job—that's why the latest stud

After a number of studies, all involving the use of automotive vehicles exclusively, Houston has produced a study known as Operation START (Southeast Texas Authority for Rapid Transit) that would involve liberal use of rail rapid transit in solving the mammoth headache of traffic.

A flight over Houston indicates clearly the causes of the present traffic problems, while pointing up some of the difficulties of solution. The incorporated area of the city extends over 360 square miles. Located within these sprawling corporate limits is one of the most concentrated industrial areas anywhere. Extending back from the banks of the Houston Ship Channel for an average of 2,500 ft., a strip of industrially-occupied water frontage stretches along the banks of the channel for 23.6 miles. Since this is not too far from downtown, and the thousands of trucks frequently mingle with a hundred thousand cars on the freeways during the rush periods, the urgency of the problem in Houston can readily be realized.

Previous studies have recommended such things as the building of a special lane on all expressways for buses to bring people downtown. The existing expressway system was actually supposed to alleviate or even solve the problem of automotive strangulation in downtown Houston. What has happened instead is that more and more automobiles were attracted to the downtown area, funneled there by the new expressways and causing additional problems.

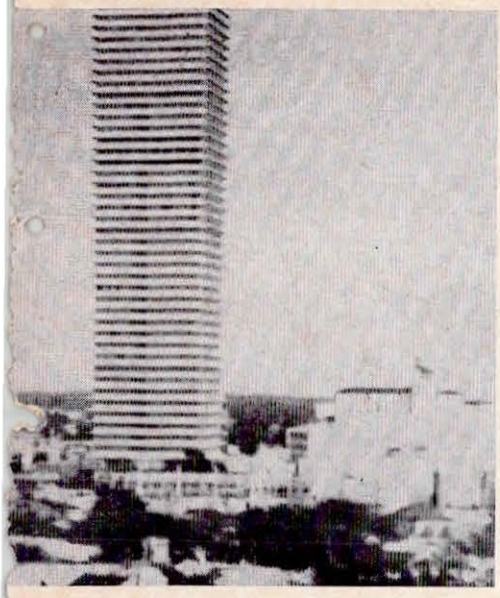
In fact, a study made by the Houston Planning Department in December 1964 showed that 63 per cent of the Central Business District—an area defined as "the core of downtown Houston"—was devoted to the automobile for roadways and parking, leaving only 37 per cent of the extremely valuable property available for other uses. Thus Houston was rapidly approaching the proportions of Los Angeles, where 66 per cent of the central area is devoted to roadways and parking.

● **Spotlight on transit.** Pointing out that, after years of trying to solve the problem by building more expressways and only making things worse, the Houston chapter of the American Institute of Architects emphasized rapid transit in its "Blueprints for the Future" study. The subject was given extended treatment.

Over-all view

Significantly, the project does not stop with Houston as an entity by itself. Taking the cue from the megalopolis now taking shape between Boston and Washington, the AIA recommends a multi-county organization to extend from Corpus Christi along the heavily industrialized Gulf Coast through Houston and into Louisiana. This organization—the Southeast Texas Authority for Rapid Transit—should be created by legislation as soon as possible. Its first duty should be to increase the awareness of Houston and its leaders of the immediate need for planning a system which will be the key to the efficient, balanced transportation of people and freight. START, the AIA recommends, should be "given the powers of taxation and condemnation for the purpose of supplying high capacity, high speed, safe, comfortable, convenient, attractive and economical transportation of the great urban area along the Gulf Coast."

● **It's a big town.** Houston's tremendous growth is a recent development—the population jumped from 384.514 people in 1940 to 938,219 in 1960, and is well over a million now. Since its problems were caused by automobiles, previous attempts at solution have all been directed toward using more and more roadways and expressways to supply mass transportation. The report of the AIA is the first to take cognizance of the fact that this simply has not worked. A prime premise of START is that "any balanced transportation complex must consider, develop and use modes of travel where and for what they do best at the least cost—buses to convey people on minor and secondary streets; autos on the freeway system, if unimpeded by the large mass of commuting workers who need no transportation during the work day; rapid transit trains capable of mov-



louder

urges a mass-transit solution.

ing 17.5 times as many people as one freeway lane."

All this has prompted city officials to reshuffle their priorities. Mayor Louie Welch has promised detailed studies soon.

The START plan calls for a bold conception of a so-called "Inner Ring" —a permanent green-belt area to separate the business district from the surrounding areas. The ring would contain a permanent exhibition ground after the ring itself had been created as the result of a World's Fair. The area would remain free of busy streets and conflicting traffic, since wheeled traffic through the ring to the central city would be tunneled or bridged in so that, ideally, a pedestrian could walk around the entire ring without crossing a street.

● **Skyscraper symbols.** A vaulting concept reflecting Houston's "big" thinkers, would show up in a quartet of 90-story office towers at the four corners of the business district, on the edges of the green belt. These huge buildings would not only become the universally accepted symbols of Houston and its progress, but would also serve as efficient transit terminals for the metropolis, with underground stations of the mass rail rapid transit system.

Thomas L. McKittrick, AIA, who had a great deal to do with the preparation of the report, as well as the extremely effective illustration boards that accompany its presentation, explains that the project is intended to serve as a catalyst that will result in action to form a transit authority immediately. The traffic situation in Houston, because of the rush hour explosions of commuters in automobiles that clog it twice every day, is such that the need for mass rapid transit is becoming more apparent every day, and the situation is growing more critical. The freeways are numerous and well-placed. With rapid transit to relieve them of the load of commuting workers who do not need their cars during the day, they would supply smooth-flowing streams of automobile traffic with excellent transportation.

● **Why transit?** The START report and the illustrative boards indicate the advantages that would accrue to the rapid transit user and to the city and region (the projected figures for the 1980 population of the Houston area give ample proof that a mass transit system for the megalopolis, rather than merely for the city itself, is what is needed.)

Among the advantages cited are man-hour savings through reduced commuting time, fewer automobile accidents, lower traffic control costs, savings on car insurance commuting surcharge, reduction in air pollution and savings in various human factors. Psychiatrists are quoted as saying that, after 20 minutes to an hour or more in slow-moving, dangerous traffic, the commuter arrives at his job unfit for work and returns home unfit for his family.

A regional system

Among the illustrative boards used in making a presentation of the "Blueprints for the Future" (which includes a whole study of what might be termed "Whither Houston?" as well as of mass transit) is a suggested regional transit system, using railroad rights-of-way wherever possible; illustrations showing how transit stations could be arranged for transfer between the various modes of travel; how computers might be used to tie together the various modes of transportation by means of accurate, close connections; how efficient commuter trains could be used—both elevated, subway and surface, depending upon the needs of the operation.

● **The report's conclusions.** In summing up, the report has this to say: "START is a statement of some basic premises, of criteria, and of suggested solutions which should be investigated. It suggests that rapid transit can be subway, surface or aerial, depending on location, and that routes might be along existing rail, freeway, or street rights-of-way. START also suggests that stations can be designed for the efficient change of travel mode, that they provide convenience and comfort for the customer and that they might be part of a large parking, shopping, or office building complex. START suggests that Rapid Transit can be an exciting and invaluable asset to our great city, where exciting modes of travel to space and to other continents are being developed and achieving fulfillment."

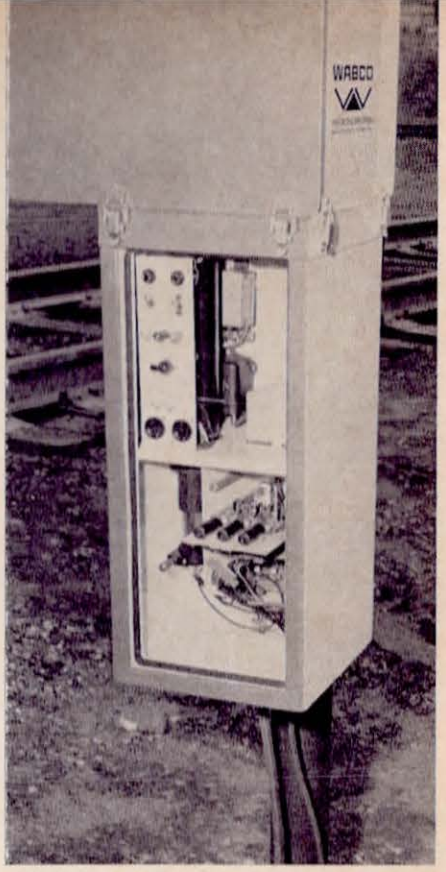
The report winds up with the following: "Lastly, START is an urgent plea that we START now the development of a Rapid Transit System."

● **A change of heart.** Among the number of studies and partial studies of the Houston traffic situation that have been made by the city government, by utilities and by others interested, START is unique, in automobile-minded and hitherto automobile-geared Houston, in being the first to ardently champion the use of rails for mass transportation. It is also unique among rapid transit studies in that it considers not only rapid transit per se, but also transit in relation to all other factors pertinent to the future development of the physical characteristics of Houston.

In this connection, for example, the report points out that the near north-side of Houston is a prime natural asset that has been hidden for years behind bridges and viaducts and beset with a weight of outmoded business structures that could operate much more efficiently in outlying industrial areas, especially if a mass transit system were available to get employes to and from work quickly and without the strain of fighting traffic.

● **Area-wide planning.** The importance of viewing the mass transit picture as a Southeast Texas undertaking rather than confining it to Houston is indicated by the growth of Harris County, in which Houston is situated. Between 1940 and 1960, this county more than doubled in population, jumping from 529,961 to 1,243,158, and the rate of growth has increased since 1960. At the same time, the vast complex of petro-chemical and aluminum plants that extends through the coastal cities between Houston and Corpus Christi (including such bustling inland cities as Victoria) has also grown tremendously, with further growth assured.

Similarly, east of Houston, as far as Lake Charles, La., a belt of huge plants has also grown up. All of these make it imperative, as the START report suggests, that regional considerations be given the most careful attention in any rapid transit plan affecting Houston. ■



KEEPING TABS ON ROLLING STOCK, quickly and accurately, will be trackside scanners being installed at three different points on Chicago transit system.

ACI makes its transit debut

The Chicago Transit Authority will score a transit 'first' when it installs automatic car identification this June.

Automatic car identification, heralded as a powerful operating tool for railroad managements, will be installed by the Chicago Transit Authority. This will mark the first installation of ACI as a daily operating aid in the rapid transit industry. CTA will begin installation in June of this year, and will use the Union Switch & Signal Division of Westinghouse Air Brake's infrared system.

• **Why ACI?** CTA has 1200 rapid transit cars, for which maintenance scheduling is based on mileage traveled. Keeping track of 1200 cars can be quite a chore, especially when one considers that they operate over three major routes covering 72 miles of trackage.

Until now, CTA has collected car numbers and route information on a manual basis. It was simply a matter of men jotting down car numbers from trains as they passed them. Usually the lead car carried a route number sign, and this information was also manually recorded. The information was then forwarded to CTA headquarters. As might be expected, accuracy of car and route numbers is very important because car maintenance is based on the mileage of car travel.

• **Data collected from three locations.** CTA will install, beginning in June, four US&S scanners at three lo-

cations to obtain car and route numbers. At Howard Street, northern terminal of the North-South subway, ACI equipment will scan North-South trains, Skokie Swift cars and Evanston line cars. At Lake and Wells on the El in the Loop, ACI will scan Lake Street trains, Ravenswood El trains and Evanston Express trains. ACI scanning equipment at Loomis Junction on the Congress line will read car and route numbers of Congress and Douglas Park trains.

The system will pick up car and route numbers and transmit it to CTA headquarters in the Merchandise Mart. The information will be printed on a teletypewriter paper tape, which will be fed into a digital computer. The data will enable CTA to maintain a precise, up-to-date mileage record of all cars in service.

"Benefits will include more efficient and accurate mileage information for scheduling maintenance," reports a CTA spokesman. Additionally he said: "We are streamlining the collecting of information, and we expect to save money by this automatic collection method." It is planned to feed the ACI information into the computer about once per week for the maintenance scheduling computations.

● **Label is a coded sign.** The WABCO ACI system consists of a scanner located at trackside, field storage equipment and an office printer. Cars to be identified are outfitted with a 3M retro-reflective, coded sign. As a car passes, the scanner emits infrared light which hits the retro-reflective sign and bounces back to a photocell, where it is converted into pulses of electrical energy, momentarily stored until the sign passes.

In the brief interval between signs—on trains going as fast as 80 miles per hour—the storage unit releases the coded information to the transmitter, which sends the data to a read-out unit and a printer in the central office. CTA will use the standard 5-level code and transmission will be at 100 words per minute to a model 28 Teletype machine.

● **Just a beginning.** According to a WABCO spokesman, "up-to-date mileage and maintenance records are but two of many ways in which ACI can improve operations and customer service in the rapid transit area. WABCO ACI can be interfaced with systems for automatic routing of trains, with digital computers for checking crews and computing payrolls, and with CTC systems for automatic train dispatching."

To cut down dwell time, ACI can be used to spot trains entering congested stations, and to enable dispatchers to announce the train. Train announcing will permit passengers to know exactly where and when to board the train, thus avoiding platform crowding and reducing the time required for passenger loading. ■

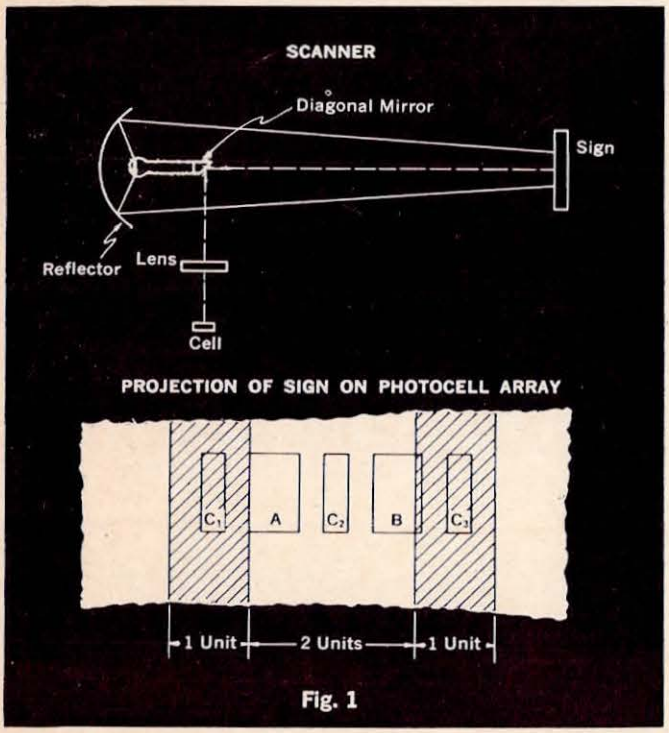


Fig. 1

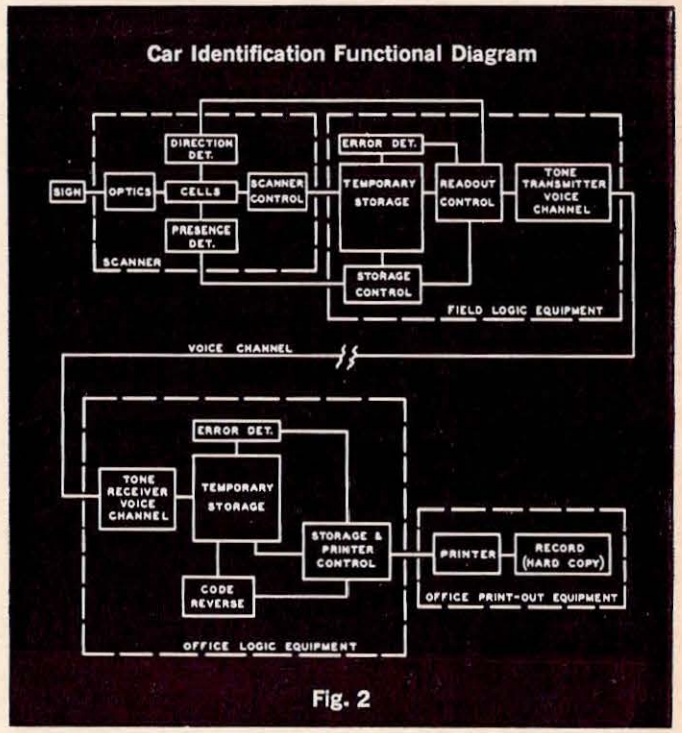


Fig. 2

How this ACI system will check up on cars

The scanner unit, located at trackside, consists of an infrared light source directed to a reflective sign mounted on the car. Reflected light is directed by a diagonal mirror to five individual cells (A, B, C1, C2 and C3 shown in Figure 1) which sense presence of sign, direction of movement and code.

The binary coded sign is composed of reflective and non-reflective strips. Any color, even white or silver, can be alternated with the reflective material. The width of the strips passing the "A" and "B" cells differentiates binary ones from binary zeros. This coded information is fed into the field logic equipment.

The storage in the field logic accepts the sign information which comes in at a rapid rate and stores this information until it can be transmitted at a rate which the communication line can accept. See Figure 2. If there are no errors in the information received, the read-out control applies the information momentarily and feeds it to the printer at a rate compatible with the printer's capability. The code reverse assures that, regardless of direction of travel past the scanner, the printer prints the sign information in the proper order.

The information is again checked to be sure the correct number of bits has been received. If the information is valid, the data is presented to the printer which records the numerical identification paper, such as an adding machine tape.

TRANSIT ROUNDUP

Federal aid: what about round two?

What's the next step, when the Mass Transit Act expires in 1967? Industry leaders in Washington, D.C. said—'extend it.'

Legislation authorizing federal aid to mass transit runs out next fiscal year —and transit industry leaders are well aware of the fact. A number of them were in Washington during the past two weeks, to testify in Congressional hearings on proposed extensions of the law beyond June 1967.

George DeMent, Chairman of the Chicago Transit Authority and President of the Institute for Rapid Transit, cited four examples of what federal aid had accomplished so far: Cleveland Transit System's airport extension program; New York City Transit Authority's plan to purchase 200 more subway cars; Chicago's Skokie Swift (and indirectly, its study of a new downtown subway and other extensions); and Bay Area Rapid Transit's big research and development effort.

Eventually, he hoped, the present ratio of two federal dollars for every local dollar spent on transit capital projects would change to a 90:10 ratio, as in highway construction.

John J. Gilhooley, New York City Transit Authority Commissioner, expressed the same hope. He called present capital expenditures on mass transit "a drop in the bucket," and predicted that $12 billion would be needed to finance improvements and new programs around the country.

So far as his own system was concerned, he said, $1.5 billion would be required over the next decade to finance such programs as new lines into Queens and down the East Side of Manhattan. "I shall continue over the next ten years," he said, "to press as hard as I can for these extensions."

Gilhooley stated that "Urban mass transit, which at first may look like a problem in running a railroad or a bus line, is at its base a problem of humanism in the metropolitan area . . . I believe that an adequate, comprehensive and balanced transportation program in the cities, including mass transit, is vital to the success of the federal war on poverty, and the President's Demonstration Cities program."

So far as the automobile is concerned, Gilhooley took note of the billions in federal spending for highways, and said, "We must now provide funds on relatively the same scale for public mass transit facilities for our cities. And I submit the automobile can provide some of the funds for this purpose."

The $12 billion he proposed for transit would be "just 25% of the amount to be invested in the Interstate Highway Program . . . In all fairness and equity, I see no reason why the automobile, the creator of many of our urban problems, should not be taxed to help solve them."

Before the Mass Transit Act was passed in 1964, there were fears that it might cause discrimination in favor of public and against private transit operators. Carmach Cochran, president of Nashville Transit and appearing in behalf of the American Transit Association, told legislators that in his experience, no such discrimination had shown up.

● **A booming market.** Gene Schaefer, Director of WABCO's Mass Transit Center, testified he had no doubt that "There will be an increasing market for mass transit products . . . Established suppliers to the industry are now going full speed to serve the needs of urban areas with new products."

Asked if the Mass Transit Center might duplicate efforts at the newly-formed Transportation Research Institute of the Carnegie Institute of Technology, Schaefer replied that the two bodies would be non-competitive.

He went on to say that "We fully expect to work very closely with Carnegie Tech and the new transportation institute in those areas of research that will contribute materially to the improvement of mass transit technology."

● **Help for Seattle.** Mayor J. D. Braman of Seattle told congressmen of the need for federal assistance, in order to get on with proposed plans for a transit system along Puget Sound (see opposite page.).

"There is no land left for further construction [of downtown freeways]," Braman said. "It becomes apparent to even a layman that we are not going to be able to handle the people, the approximately 130,000 jobs that are going to be in the downtown district within the next 20-25 years."

Bus transit on expressways seemed to him an inadequate solution, "when 60 passengers are standing motionless, along with the car with one passenger." "Rapid transit," he concluded, "can and will serve the purpose, and assure economic health for the benefit of the entire city."

Nils Lennartson, president of the Railway Progress Institute, urged legislators to recognize the seriousness of the mass transportation problem, and give "full consideration to the technical capability of the railroads in helping solve these problems."

● **Help commuters, too.** Pinpointing the commuter problem was John D. Morris, assistant vice president, PRR. He said the Pennsylvania operates 400 suburban trains daily in the Philadelphia area, and another 150 trains in the North Jersey-New York area. Although 115,000 passengers use the trains each day, and there is some state and local assistance, Morris pegged the Pennsy's 1965 commuter losses at $13.6 million.

Like DeMent and Gilhooley, Morris proposed bringing the federal spending ratio for transit more in line with the highway spending ratio.

Bills now before the Subcommittee on Housing of the House Banking & Currency Committee would extend the Urban Mass Transportation Act through 1968; authorize another $95 million for mass transit capital grants; increase the annual authorization ceiling from $150 to $175 million; and raise the amount available for research and demonstration grants by $10 million.

The Demonstration Cities Program bill, before the same subcommittee, also has some bearing on mass transit program planning.

Washington, D.C.

The Virginia Legislature swung into line behind the Maryland legislature to ratify the compact creating a Washington Metropolitan Area Transit Authority.

Endorsement of the measure has

come from the D.C. Board of Commissioners, and once Congress gives its approval, the way will be opened for an interstate authority to take over the National Capital Transportation Authority and its program—construction of a $431 million subway system. Target date for first trains to be running is late 1970.

NCTA is already well into detailed planning of the system. Engineers are preparing designs, architects have been hired, and appropriation bills are being steered through congressional committees. Authorization of the system came —with LBJ's blessings—last year.

A prime reason for the interstate authority is that eventually the D.C. network could expand into suburbs of the neighboring states. Two, possibly four lines stretching into Maryland, is what the Washington Suburban Transit Commission is hoping for. The Northern Virginia Transportation Commission has similar hopes for linkup lines on its own side of the Potomac.

● **Good looks important.** Eye-appeal is a major consideration in designing the coming subway. NCTA Administrator Walter J. McCarter published a recent letter from President Johnson, which says that "our concerns must not be confined to the utilitarian requirements of transportation alone. We must take this opportunity to make our capital a more attractive and inspiring place in which to live and work."

"In designing the system for the nation's capital," LBJ's letter went on, "I want you to search worldwide for concepts and ideas that can be used to make this system attractive as well as useful. It should be so designed as to set an example for the nation, and to take its place among the most attractive in the world."

Philadelphia

The Delaware River Port Authority is well along with construction of the 10.6-mile line linking Philadelphia-Camden with Lindenwold, N.J. Bids are due to open this week on 75 air-conditioned transit cars (value: about $11 million) for the new line.

On the other side of the river, the Southeastern Pennsylvania Transportation Authority may soon be busy digesting a big morsel: the subways, operated until now by the Philadelphia Transportation Company, a private concern.

SEPTA, until now mainly in the commuter-railroad planning business, would then be in position to coordinate all mass transit facilities in the area that much more effectively.

One example: the big northeast extension of the Broad Street subway. Says Mayor James J. Tate: "We're 95% completed with preparations for that."

Twin Cities

In Minneapolis, civic officials formed a seven-man steering committee to promote local transit awareness. "We need somebody to look at the nuts and bolts of it," said one alderman.

As a first step, it's expected the group will work to interest political, business and labor leaders in forming an action council to spotlight the problem.

In St. Paul, a monorail proposal gained some attention. The idea is to link the downtown business districts of the Twin Cities with a single line, and build a spur out to the airport.

Louisville

A preliminary survey indicated that a "backbone" rapid transit system for the city would run anywhere from $160-200 million in cost.

Local officials have been mulling this over: most don't think traffic problems as yet warrant expenditures for rapid transit. But some planners are urging city fathers to consider what the situation might be ten or fifteen years from now—and say start blueprinting transit now.

Seattle

The city's proposed rapid transit system may be more extensive than was originally planned.

At least two additional routes are being studied by DeLeuw Cather, Seattle's engineering consultants. The big "if" is the amount of federal assistance that Mayor J. D. Braman can coax out of Washington.

Airport needs

United Airlines Chairman William A. Patterson was quoted in U.S. News and World Report as dissatisfied with ground transportation to and from airports:

"I'm frank to say that the only pleasant part of an airplane trip is when you're in the air. The rest of it is torture."

Patterson liked the idea of a monorail to the Los Angeles airport, of Westinghouse Electric's Tampa airport project, and said, "Actually, the new transit system under development at San Francisco is the approach that fascinates me. I go for a ride on the test track every time it is possible."

Patterson is not alone among airline men in boosting mass transit: Federal Aviation Agency officials are urging planners in 20 other large air hubs around the country to consider mass transit linkups with airports.

Some studies have shown that, for 600 U.S. airports, nearly one in four requires more than one-half hour to reach from the downtown area. At the same time, though, two out of three domestic travelers leave from those airports which require 45 minutes or more of ground travel. Thus, the most-used air terminals are precisely the ones that are farthest or hardest to get to from the cities they serve.

Highway 'revolt'?

Transit planners aren't the only ones to complain of indiscriminate building of new highways. President Johnson received a report from consultant Arthur D. Little criticizing recent urban highway planning in general — and those projected for the District of Columbia in particular.

In San Francisco, a revolt came some weeks ago, when what looked like a "sleeper"—a proposed $300 million expressway — ran into surprisingly stiff opposition from local officials. Los Angeles followed suit, as a group of assemblymen pledged a fight in the legislature against a proposed $230 million freeway in their county.

Tokyo

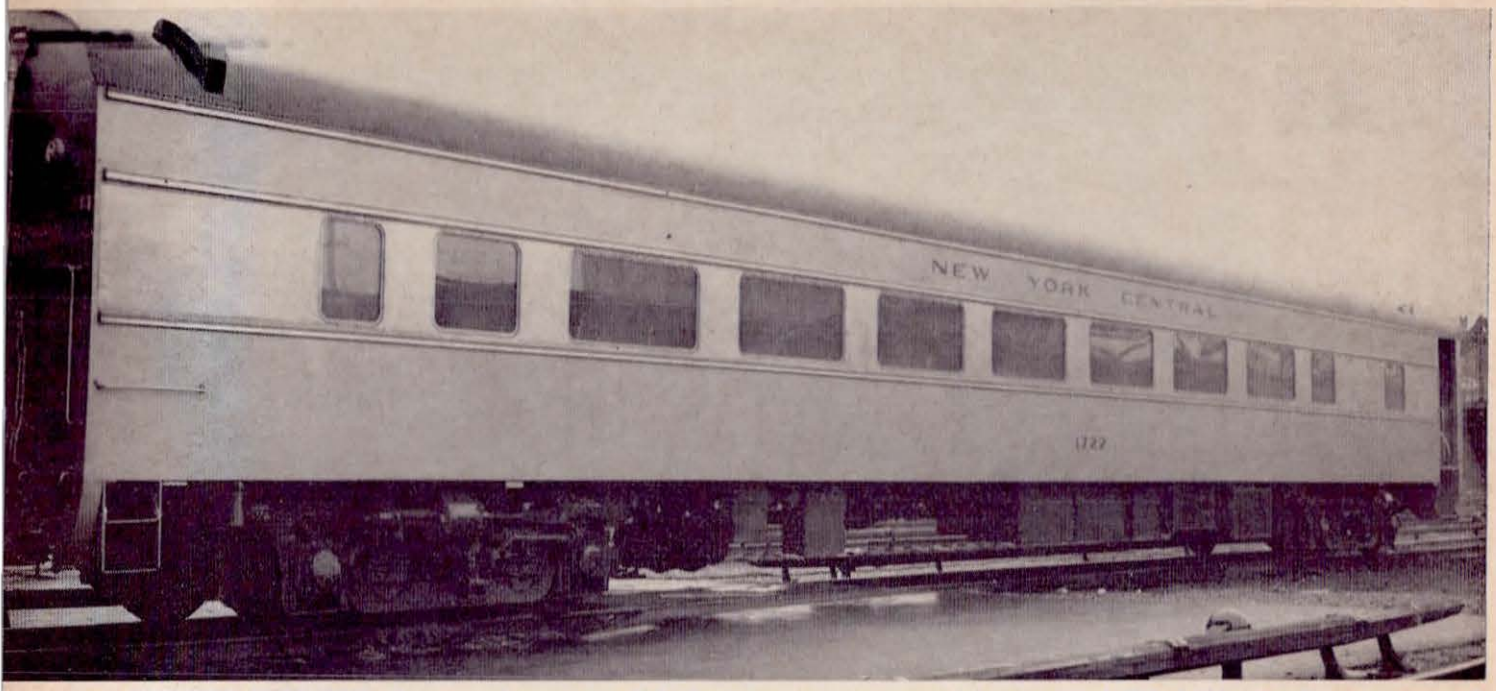
A two-year joint engineering venture by the Teito Rapid Transit Authority and Japanese National Railways is near completion.

Within a month, quadrupling of tracks along the JNR's Chuo line should be completed, thus making possible joint operation of the line with subway and suburban trains.

Each makes use of the other's lines for some distance. JNR will operate 35 cars, the Teito 85 cars. It's hoped that this will reduce congestion on the Chuo line from 3.1 times capacity to 2.6 times on the rapid service, and from 1.9 times to 1.7 times on the local service.

Looking beyond that, the Teito line will be extended through downtown Tokyo in the other direction, to further relieve congestion.

—Joe Asher



EXTERIOR RESTLYING of many of cars with flat sheathing was necessary after damaged fluted side panels were removed.

Converted main-line cars haul commuters

NYC's $1.6-million program replaces existing suburban cars with 40 high-capacity coaches.

Commuters who ride beyond the electrified zones of the New York Central north of New York City are now traveling in coaches which, until recently, were used in trains running to Chicago and other distant points. Forty of the former 52-seat, main-line cars are being converted for operation in locomotive-hauled suburban trains on the Hudson and Harlem Divisions to points like Poughkeepsie and Brewster, N.Y.

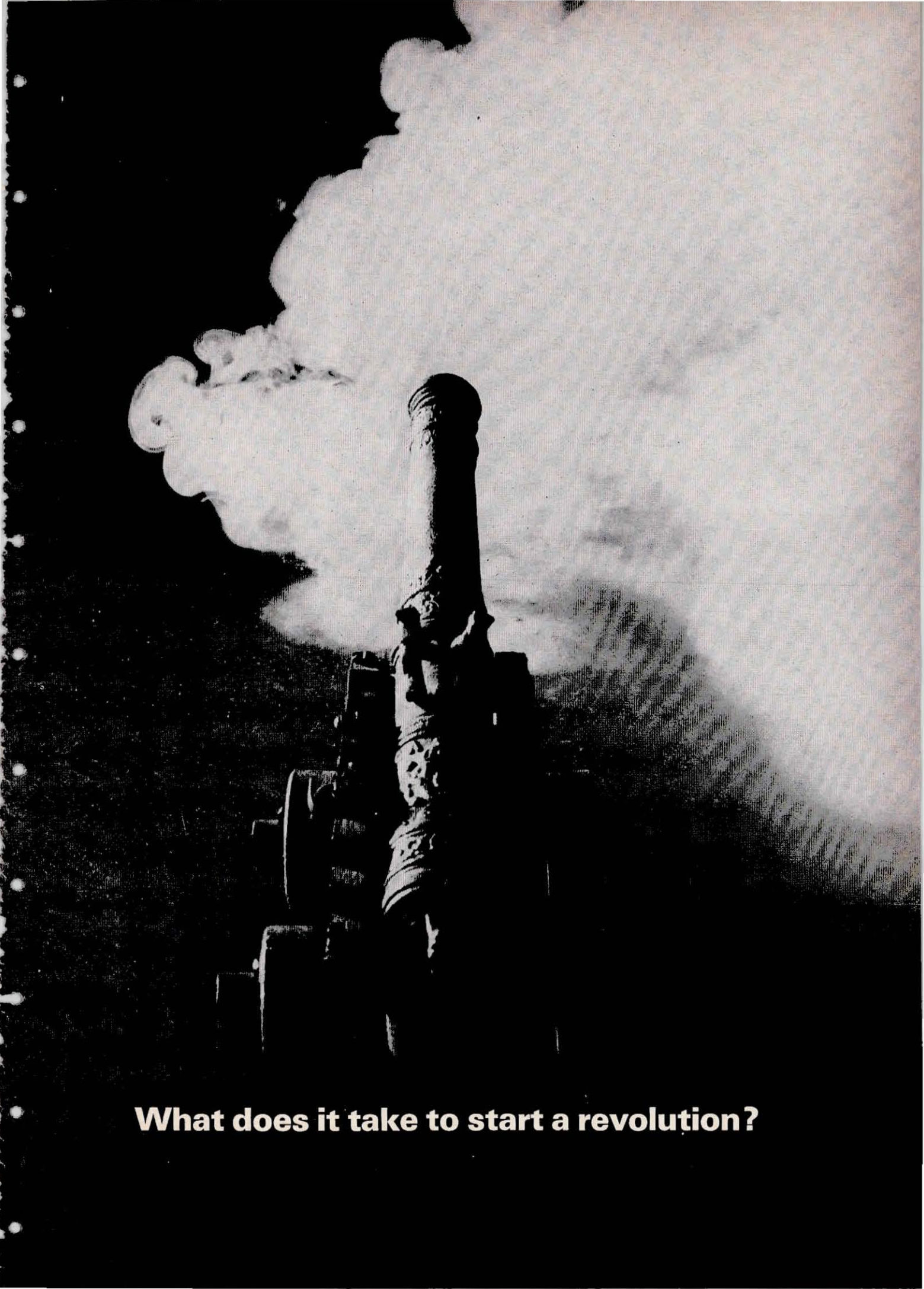
• **A $1.6-million program.** The conversions, for which NYC is spending $1.6 million, are being made at the road's passenger-car shop in Beech Grove, Ind. Rebuilt cars are rolling out at the rate of three or four per month. The lightweight, streamlined cars—16 stainless-steel units and 24 built of low-alloy, high-tensile steel — were turned out soon after World War II. When all of them are in suburban service, it is planned to retire approximately 60 cars now used on the same runs.

The two-for-three replacement ratio is possible because the 85-ft conversions can seat 108 passengers, compared with the 72 to 80 passengers handled in the shorter, older cars.

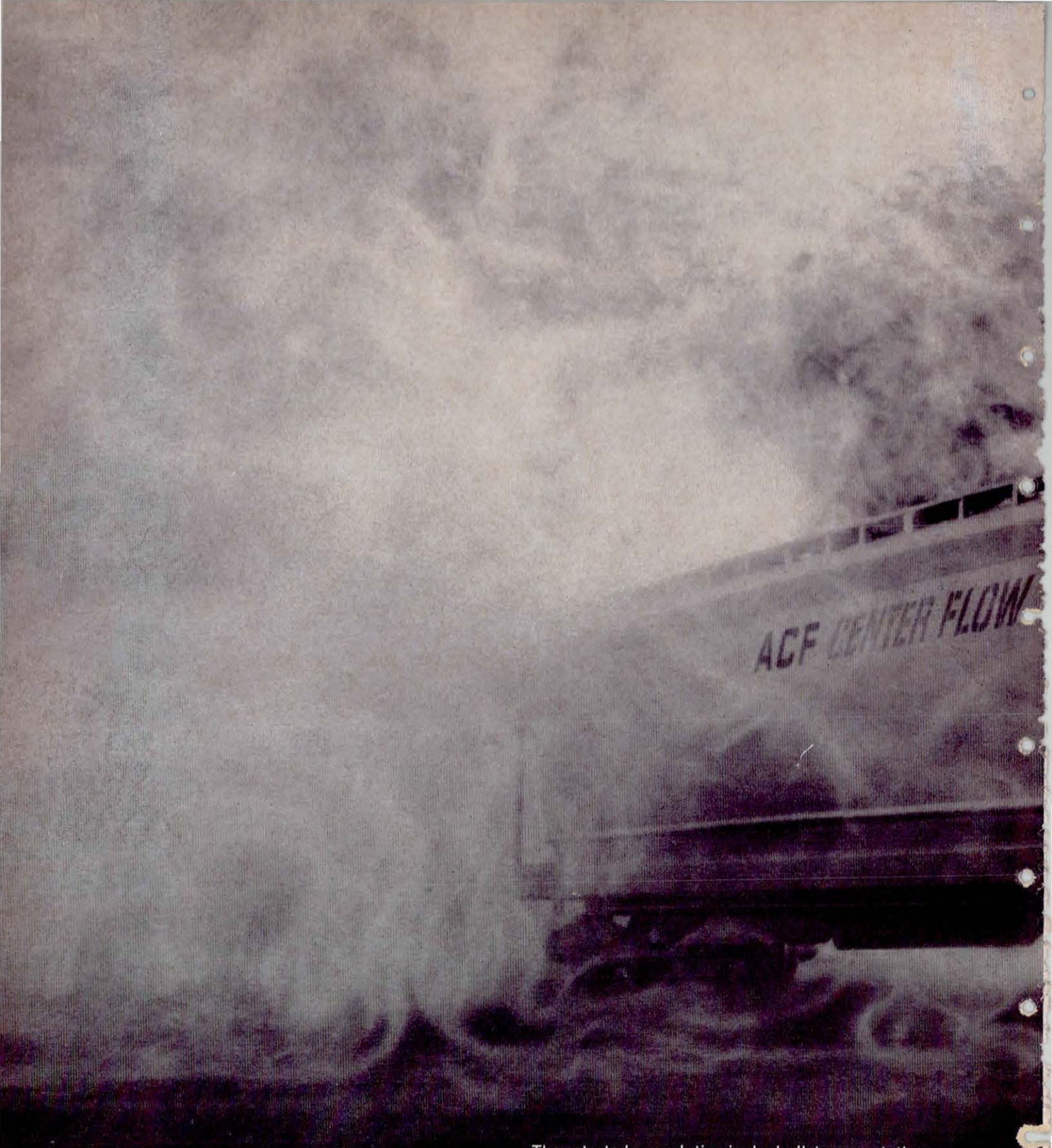
The main-line cars, conforming with standard post-war practice, were built with only a single vestibule. Until now, all the locomotive-hauled and multiple-unit coaches used in NYC commuter operations have had vestibules at both ends—a feature frequently regarded as vital for rapid loading and unloading during short station stops.

(Continued on page 35)

DOUBLING CAPACITY OF CARS was achieved by removal of large wash rooms and installation of commuter-type seating.



What does it take to start a revolution?



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They started a revolution in dry bulk transportation.

First, a great idea. Liberate railroad men and dry bulk shippers from the tyranny of old-style handling. From cumbersome clean-outs. And the fear of contamination. That's how the ACF Center Flow™ car was born.

Next, a design. Make Center Flow interiors clean and smooth. And pear-shaped, for better use of cube by conforming to the natural "pyramid" of ladings. Plan a complete range of sizes to maximize payloads with light, intermediate or dense materials.

Now for hatches (round or continuous). Set them

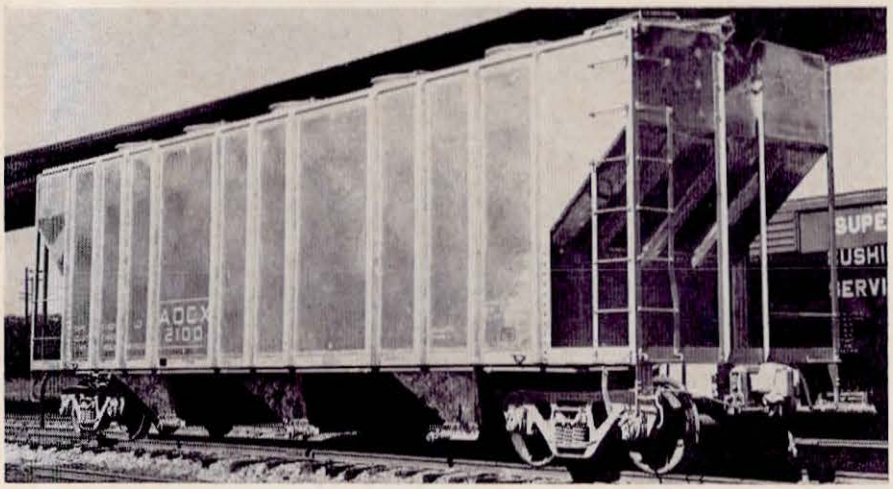
along the center line for fast, easy handling. Add outlets designed to match any type of receiving system and the complete range of dry bulk products.

Note: the coup was successful. Today, over 10,000 revolutionary ACF Center Flow cars are making money for the railroads of America.

For details call or write American Car & Foundry Division, ACF Industries, Incorporated, St. Charles, Missouri 63301, or our sales office in Chicago, Philadelphia, St. Louis, San Francisco, Washington, D.C.

acf ACF INDUSTRIES

ONE OF A PAIR of "Twin Fifties," a unit train of covered hoppers, was scheduled to start last week from Mobile, Ala.



ALUMINUM COVERED HOPPER weighs 48,200 pounds, carries 214,200 pounds.

Unit trains move alumina 1,700 miles

Alcoa has acquired 110 aluminum covered hoppers which are to operate as two 50-car trains supplying one of its smelters.

A pair of unit trains, known as the "Twin Fifties," has begun to move raw material 1,700 miles to the smelter of the Aluminum Company of America at Massena, N.Y. The train of 50 aluminum covered hoppers, which was scheduled for departure from the Alcoa bauxite refinery at Mobile, Ala., on March 29, is to be followed this week by another of the same size. It, like the first train, will be hauling 5,300 tons of alumina.

• **New delivery concept.** By the time the Twin Fifties pass each other during the next few days—one train loaded and en route to Massena, and the other empty and headed for Mobile—the new raw-materials delivery system will be operating as Alcoa transportation specialists conceived it many months ago.

Delivery of alumina—the powdery white oxide of aluminum from which metallic aluminum is produced—is a carefully developed system which requires the cooperation of three railroads.

• **Three railroads.** The operation by what Alcoa terms "the world's first long-distance, all-aluminum unit train," involves the Gulf, Mobile & Ohio, Frisco and New York Central. W. A. Weber, Alcoa, vice president-transportation, explains that the trains will alternate on the run from Mobile to East St. Louis, Ill., using the GM&O on one trip and the Frisco on the next.

At East St. Louis they will always be turned over to NYC for the final and longest leg of the journey to Massena. The one-way distance of approximately 1,700 miles makes this one of the most extended unit-train operations yet.

Alcoa foresees for its raw-materials movement the same benefits being realized by other types of unit-train operation. Identical, special-purpose cars, says an Alcoa spokesman, lend themselves to highly efficient movement and to loading and unloading on expedited schedules. G. E. Herrman, Alcoa's manager of transportation industry sales, calls unit trains "one of the most significant technical achievements in railroading."

• **Railroad reaction.** Commenting on the new unit-train movement of alumina, G.P. Brock, GM&O president, points out that "Supply bases and production lines of industry need never be far apart again, no matter what the mileage. Alcoa's haul demonstrates the ability of these new-style, single-purpose trains to shrink distance and cost in the mass movement of larger volumes moving regularly between two points."

"The Alcoa movement," says J. E. Gilliland, president of the Frisco, "is an excellent example of what can be done when shipper and carrier work together in an effort to expedite freight at a lower unit cost for the ultimate benefit of the consumer." Gilliland sees this movement as contributing to the adoption by many industries of unit-trains where volume justifies.

NYC President A. E. Perlman noted the service was developed "through the collective efforts of cooperating railroads and the shipper. The result is a significant reduction in the total transportation cost for the shipper and a deficit operation turned profitable for the railroads." He called this "yet another example of the marketing philosophy at work."

• **Fleet numbers 110.** Alcoa has acquired 110 of the aluminum covered hopper cars. The two-trains—the Twin Fifties—will regularly keep 100 of the cars in service. The additional 10 cars will handle emergencies.

Each car has a capacity of 4,200 cubic feet and a light weight of 48,200 pounds. Alcoa says that a steel car of comparable size would weigh almost 7.5 tons more.

(*Continued on page* 36)

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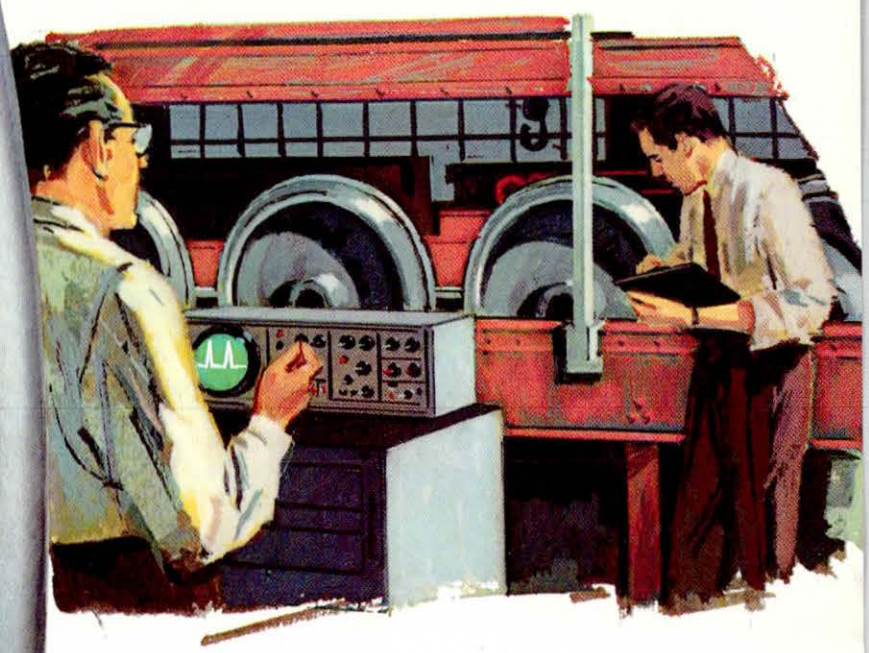
Latest facts about the strongest wheel on rails:



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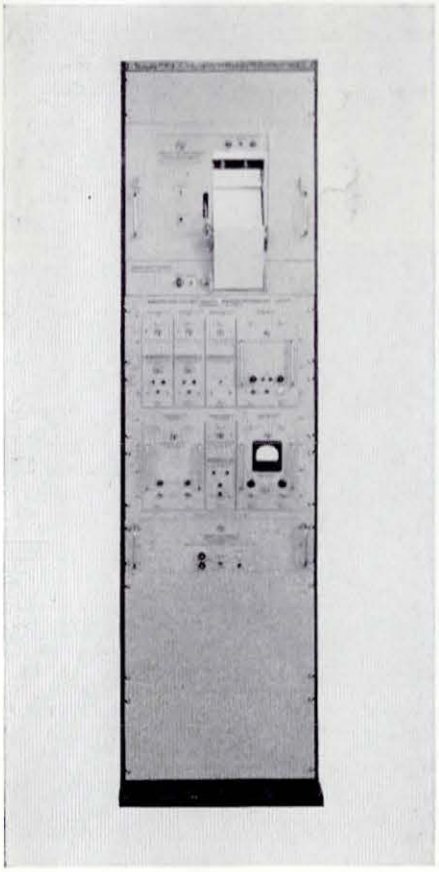
NEW **PRODUCTS** REPORT



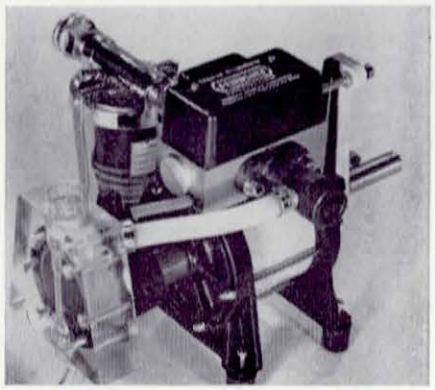
Hotbox Detector (RA-1)

The new model 7707 Servosafe hot box detective system offers new improved features.

The data control unit has been completely redesigned as an all-relay module. Vacuum tubes and relays have been replaced with long-life, high reliability, mercury-wetted contact relays having fast responsive features.

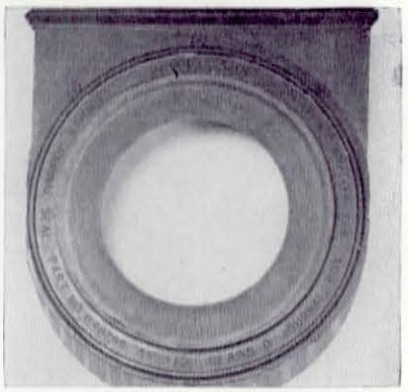
The utility of the system is improved with the addition of the high deflection indicator. It activates an alarm light on the recorder on absolute magnitude and is adjustable from 10 to 20 mm recorder deflection. High heat signals from the journal box on one or both sides of the axle will activate the alarm and draw the attention of the operator or dispatcher to the recorder tape should he be busy with other duties while the train is passing the scanners.

The main power supply is all solid state with built-in short circuit protection. The model 7707 reference voltage standard has been completely transistorized. *Servo Corp. of America.*



Proportioning Pump (RA-2)

The water-powered Imperial Proportioner pump automatically meters 1/12 to 3 oz of any water-soluble chemical directly into hot- or cold-water lines at rates up to 6 gpm. It is said to be particularly suited for adding cleaners and brightening agents to water used in washing rolling stock and trucks. Pump requires no adjustment for changes in water pressure from 5 to 85 psi and can be used with water temperatures up to 180 deg F. *Pennsalt Chemicals Corp.*



Journal Seal (RA-3)

The Parker rear journal seal is made of a special oil-resistant rubber compound, molded to a designed form and bonded to a shaped plywood retainer. The seal, according to the manufacturer, prevents damaging leaks and lowers maintenance costs. It fits snugly around the journal dust-guard seat to keep dirt out and can be installed easily and safely in about 10 sec. It has been in field tests for over a year and has passed AAR laboratory test. *Parker Seal Company.*

Measuring System (RA-4)

The LM 110 system for measuring level of materials in bins, tanks and other storage facilities is, basically, a small sensor unit mounted above material being measured and a single-meter control panel. Ultrasonic signal bounced off surface of stored material gives continuous measurement. Remote meters can be added as needed, and system can be automated so that flow of materials is directed by the level monitor's output. Unit operates on 115-volt, 50- or 60-cycle power. *Western Marine Electronics.*

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PANEL DISCUSSION at ACL's Waycross, Ga., safety meeting involved (left to right) W. Thomas Rice, president; W. W. Huckeba, Waycross division superintendent; D. C. Hastings, vice president; J. W. Hawthorne, assistant vice president, and A. L. Groves, general chairman of the Clerks' union. The meetings are part of the road's battle to lower the number of personal injuries.

Rice 'barnstorms' with ACL safety act

All-out campaign to reduce the number of personal injuries on Atlantic Coast Line has chalked up a series of solid victories.

Atlantic Coast Line's personable president, W. Thomas Rice, has risked the occupational disease of politicians —a swollen right hand—shaking hands with every man, women and child who will come listen to why the ACL wants everyone to "think safety."

Rice is the main (but by no means the only) attraction at a series of meetings held since last fall at such towns in ACL-land as Manchester and Waycross, Ga.; High Springs, Sanford and Lakeland, Fla.; Rocky Mount, N. C., and Florence, S. C. One awed safety expert notes: "At several points—Lakeland, Rocky Mount and Waycross—we had more than 1,000 people in attendance."

• **Rice invites 'em personally.** In a field where meetings are considered, by even the most dedicated safety workers, as crashing bores, ACL's safety meetings are fast, lively and fun. One expert describes them as "spectacularly successful."

Invitations are extended to employees and wives by Rice himself. As guests arrive at the evening meetings, they get buttons (which proclaim "I think safety" in large red letters on a yellow background), programs for the musical entertainment, group singing, and a skit (described as "uproariously funny" by an ACL employee) plus a form for writing questions to be answered by a panel of top officers. Rice is usually accompanied by ACL Operating Vice President D. C. Hastings and Law Vice President P. F. Osborn. Union officers also participate. At the end of the formal program, Rice is host to everyone at a buffet of sandwiches, cookies, coffee and punch. Afterwards, Rice and his staff are at the door to speak to the guests as they leave.

• **Program is already working.** The safety meetings are already paying off for ACL. Says an ACL spokesman: "We had 25 reportable injuries last October, compared with 26 the October before; 17 in November compared with 26 the year before; 21 in December as against 31 in December of 1964, and 12 in January compared with 33 the January before."

• **Meetings just part of program.** Last August, ACL appointed veteran Charleston Division Superintendent O. P. Dowling to the post of general superintendent safety. Dowling immediately planned an all-out campaign to reduce personal injuries on ACL.

The campaign includes a great deal more than the highly successful meetings of ACL employees with their president.

A "Mr. Safety" is named on each ACL division every seven weeks and the choices are widely publicized. Safety rule books were published by ACL last year for seven categories of employees. Based upon suggestions and experiences from ACL employees, the books are aimed at transportation, train, engine, yard, station service, mechanical, maintenance of way, stores, dining car, communications and signaling employees. Additionally, ACL stepped up "rule of the day" meetings during which all employees are required to know a particular safety rule and the reasoning behind it.

• **Safety success snowballs.** Popularity of the ACL campaign and the meetings is rising over the system. A spokesman says the meetings show ever-increasing attendance "because employees at one meeting will spread the word to employees on other divisions, telling them just how much fun and how interesting the meetings are." ■

Hearings begin on transport program

Reactions are still wary to LBJ's proposal for a department of transportation—especially with regard to its waterway aspects.

There is Congressional concern that President Johnson's proposed cabinet-level department of transportation might cramp the Army's style as developer of domestic waterways. This was pointed up last week as hearings on the Presidential proposal got under way before the Senate Committee on Government Operations.

The opening sessions were confined to presentations by government officials, but the proposal has also been endorsed "in principle" by the AAR, and "in general" by American Trucking Associations. The Air Transport Association of America has a no-opposition position.

The position of American Waterways Operators will be determined this week at a special Washington meeting of its board of directors. The National Industrial Traffic League will meet in Chicago April 19 to review its present policy of opposition to a transport department.

RPI votes approval

The Railway Progress Institute has endorsed, by vote of its governing board, the concept of a federal department of transportation. But while endorsing the concept, the Institute said it reserves the right to offer constructive criticism on detailed aspects of the proposal as they develop in Congressional testimony.

● **AAR studies continue.** The AAR endorsement went on to say the Association will continue studying some provisions of the implementing bill. Those provisions were not identified, but it may be assumed that the railroads are not too happy about the prospect of having ICC safety and car-service functions transferred to the proposed department. The bill is S.3010 in the Senate and H.R. 13200 in the House.

Generally, the Presidential proposal contemplates transferring executive functions of various federal transportation agencies to the proposed department. Regulatory functions would be left with the ICC, Civil Aeronautics Board and Federal Maritime Commission (RA, Mar. 7, p.11). The Army's Corps of Engineers would be left with its role of waterway builder but it would be guided by the new department's "standards and criteria for the economic evaluation of federal transportation investments."

That seems to be bothering members of the government operations committee, especially its chairman—Sen. John L. McClellan (D-Ark.). McClellan expressed his misgivings in questioning Major General R. G. MacDonnell who made the Army's presentation in favor of the bill. Asserting his interest in waterway projects in Arkansas the Chairman set out to make a record as to the prospective impact of the proposed criteria on the work of the Army Engineers, which Congress has found "generally satisfactory."

● **New look at "benefits"?** The Army's present role includes the making of traffic, savings and benefit estimates which Congress considers when it authorizes waterway projects. The proposed change is in the bill's Section 7. It says every survey by a federal agency which includes a proposal as to which the secretary of transportation has promulgated investment criteria "shall be prepared in accordance with such criteria," and coordinated by the proposer with the secretary and other interested government agencies for inclusion of their views and comments.

McClellan's lengthy interrogation of General MacDonnell culminated in this question: "Is not the real purpose of this to give veto powers to the proposed department of transportation"? The general does not think so. He thinks the Army would remain free to submit its own appraisals to Congress, presumably in the form of dissents, when it did not agree with the transport department's criteria.

Meanwhile, McClellan had put into the record a memorandum on the bill which was prepared by a member of the committee's staff—Eli E. Nobleman. Citing briefing materials which the Johnson administration used to explain the bill, Nobleman drew this conclusion: "All civil transportation investment proposals, such as navigation programs proposed by the Corps of Engineers, would be subject to standards and criteria established by the secretary, even though such programs are not the responsibility of the department of transportation. In addition, the standards and criteria will involve a comparison of each proposed investment with all other proposed investments and a determination of the relative order of their over-all merit. Finally, each agency would be required to apply the standard and criteria established by the secretary who will then determine whether there has been compliance."

● **Truckers have reservations.** Presumably there is also concern that this Section 7 could have an effect on the allocation of funds for highway building. American Trucking Associations' general endorsement of the bill came with "serious reservations" about the section. "We feel," ATA said, "that it requires close scrutiny to make sure that it does not encroach upon the proper prerogatives of the Congress and some of the other federal agencies."

Other positions aired

Presentations at last week's hearings, in addition to that of General MacDonnell, included those of Sen. Warren G. Magnuson (D-Wash.), Chairman of the Senate Commerce Committee, Secretary of Commerce John T. Connor, and Director Charles Schultze of the Bureau of the Budget. Magnuson introduced S.3010 at the request of President Johnson. Speaking for himself (the Commerce Committee has not yet taken a position), Magnuson endorsed the bill and its basic objectives—but had suggestions which he thinks would strengthen some provisions.

● **Some Magnuson ideas.** Among such suggestions is one calling for transfer to the new department of the ICC's power to fix per diem rates for rental of freight cars. He thinks that should not be separated from other car-service functions which are marked for transfer. Another Magnuson suggestion is that the new department be required to establish officers of rail passenger transportation and transport *mergers*.

The former would give the traveling public "a voice in the councils of government," and the latter would put a "spokesman for the public interest" in the merger picture, the Senator said. The bill leaves the function of approving mergers with the ICC, so the new department's role would be that of intervener in merger cases.

Secretary Connor and Budget Director Schultze explained provisions of the bill, and presented administration arguments in support of them. Detailed questioning of these witnesses was deferred to give the committee time for study of their presentations.

Freight and Passenger Car Charts

These charts are very helpful to AAR billing clerks, mechanical engineers, purchasing and stores personnel, car inspectors, write-up men, car foremen, and anyone else who needs a knowledge of car parts and their relation to each other.

The charts include a cutaway diagram of the car and a listing of important parts with arrows showing where the part is located. These charts are a part of standard training programs used on a number of major railroads.

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WATCHING **WASHINGTON** WITH WALTER TAFT

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ICC WINS REPARATIONS CASE—Reparations questions raised for the first time since the Interstate Commerce Act was passed in 1887 have been answered by the United States Supreme Court. Reparations are payments the ICC may require railroads, express companies and water carriers to make to anyone damaged as a result of Interstate-Commerce-Act violations by those carriers. Such violations usually involve charging rates found by the Commission to have been unreasonable or otherwise unlawful.

The Supreme Court's decision was a setback for the railroads, but a victory for the Commission and the National Industrial Traffic League. It reversed lower courts which had held that a railroad may sue to set aside a Commission order awarding reparations. Previously, it had been assumed that a carrier's only recourse was to refuse to comply with reparations awards and defend such refusals in courts where suits for collection were brought by interested shippers.

UPSET TRADITION IS REINSTATED—The upset of that tradition came from a three-judge federal court in Florida. That court entertained a suit brought by nine railroads and invalidated a Commission order which awarded reparations totaling $8,890 to Thomson Phosphate Co. The award was based on Commission findings that Thomson had been charged unreasonable rates.

The Commission appealed, but lost again in the Circuit Court of Appeals. It then took the case to the Supreme Court. It argued that much hinged on what was done about the unprecedented lower-court decision, because other similar railroad suits had been stayed pending that determination. The opinion giving the Commission and the NIT League their win was by Justice White.

BACKGROUND—The rejected railroad suit was brought under the Interstate Commerce Act's Section 17(9), which provides generally for suits to set aside Commission orders. It was the first carrier suit assailing an order awarding reparation. Past litigation of such orders had been under Section 16(2). That provides specifically for suits by beneficiaries or reparation orders if carriers refuse to pay. It also gives the beneficiaries special procedural advantages, notably convenient venue arrangements. Prospective loss of the latter was the principal concern of the NIT League. It feared railroads would be set up to "rush to a courthouse of their own selection."

The Supreme Court's ruling is that, with two exceptions, these specific procedures of Section 16(2) provide the only method for judicial review of reparations orders. The exceptions apply where shippers would otherwise lose their day in court, or where carriers would be prevented from assailing cease-and-desist orders. The former would be cases involving Commission dismissal of reparations complaints. The latter would be cases wherein carriers are confronted with cease-and-desist orders condemning still-effective rates on which reparations awards are based.

TIME TO REWRITE—In the latter situation, a carrier may obtain immediate review of the cease-and-desist order under Section 17(9), the court explained. It went on to suggest that such a review will ordinarily determine the validity of the related reparations award.

In thus harmonizing Sections 16(2) and 17(9), the court suggested that it is time for Congress to do some clarifying. A footnote to the decision said the statutory provisions governing the case are "an historical patchwork subject to more than one interpretation." The entire matter, the court added, "is surely ripe for Congressional consideration, for it is of continuing significance and the competing considerations of yesterday may not be those of overriding importance today."

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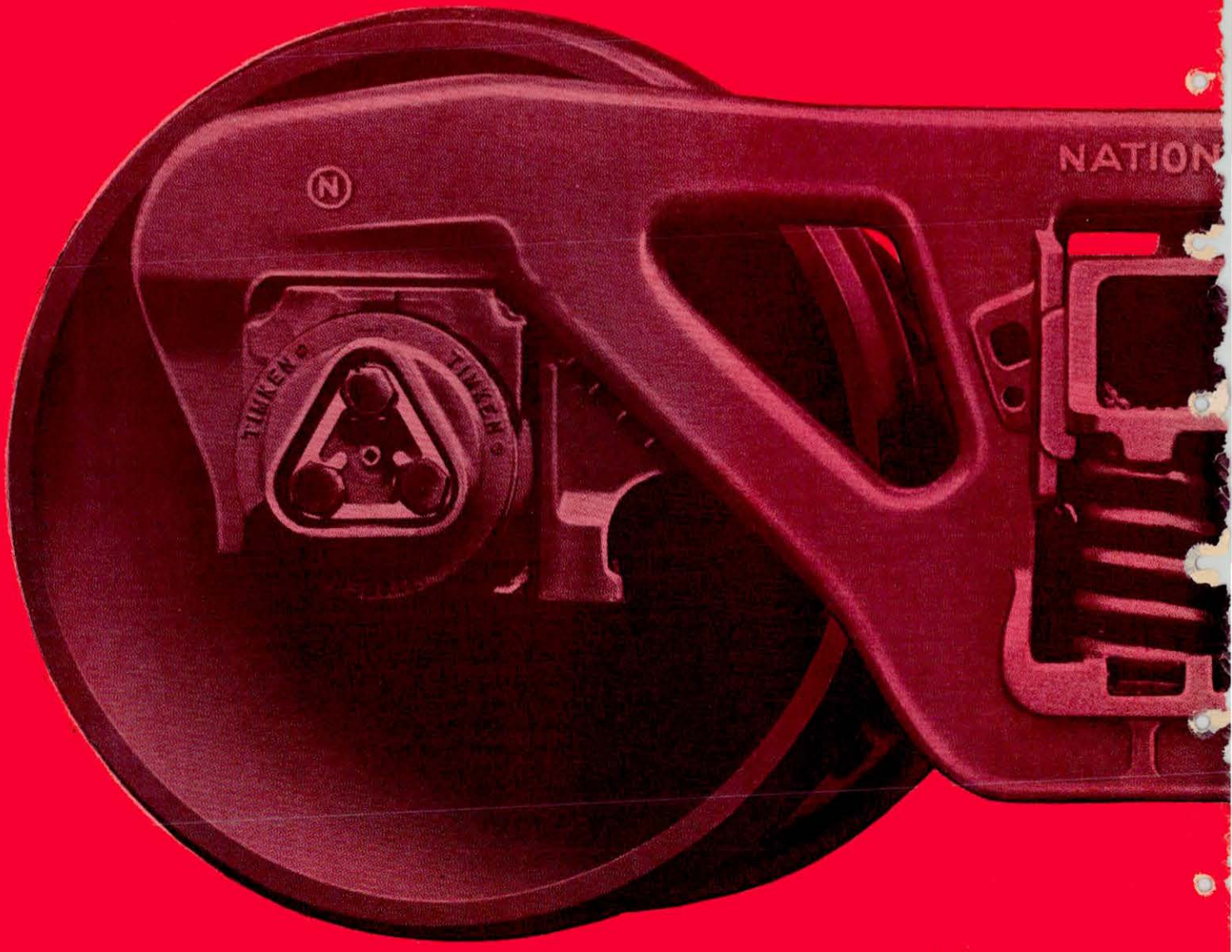
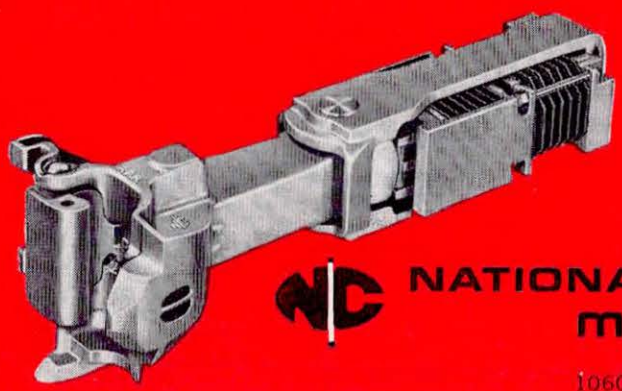


As freight car capacity requirements zoom upward, National is already there to meet them with proven designs. That's why National Super C-1 Trucks were the first four-wheel units in service anywhere with 125-ton capacity cars. ■ Super C-1's have extra heft and brawn built into their side frames . . . extra muscle over-all that scoffs at today's heavier loads and greater stresses. ■ And, too, Super C-1 Trucks combine this "hustle muscle" with the special C-1 friction control design that gives a better, smoother ride at lowest possible maintenance. ■ When larger, or stronger, or more advanced design trucks are needed, you just naturally expect National to be first to fill the need. Remember that in so many areas of railroad progress, *tomorrow is taking shape at National today.*



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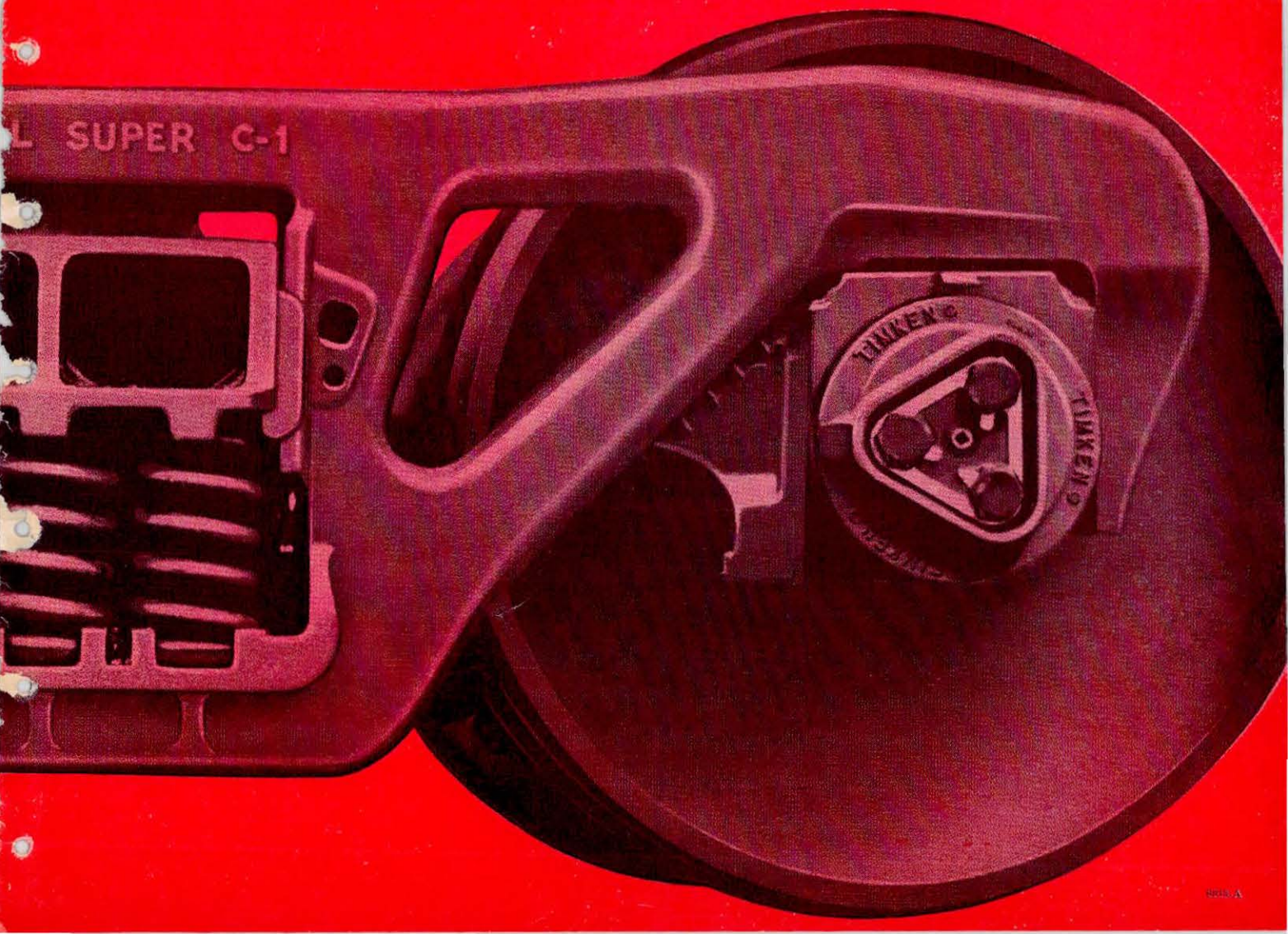

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PEOPLE IN THE NEWS

ERIE LACKAWANNA.—Effective April 15, **Richard Jackson** elected vice president—law, Cleveland, a position that has been vacant since resignation of **M. Cayley Smith** in June 1964. Subsequent to Mr. Smith's resignation, **P. H. Donovan** was elected general counsel and he will continue in that position. Mr. Jackson was general counsel, **Boston & Maine** prior to becoming Assistant Secretary of the Navy in 1957. Since leaving the Navy Department in 1961 he has been general counsel of Fram Corp., East Providence, R. I.

FRISCO.—**B. J. Gaia** and **A. H. Zimmer,** TOFC sales representatives, appointed assistant managers TOFC sales, with headquarters at St. Louis. **Charles Walpole,** sales representative, retired Mar. 31 after 47 years' service.

ILLINOIS TERMINAL. — Walter R. Lankford, freight manager, St. Louis, Mo., retired March 31, after over 43 years service.

LEHIGH VALLEY.—**Charles H. Wolfinger,** vice president—traffic, Bethlehem, Pa., has announced establishment of four regional traffic manager positions in a realignment of its traffic department. **William H. Heine,** formerly with the sales department, **Pennsylvania,** New York, will be in charge of the New York Region and supervise sales activities of New York, Newark and Boston offices. **George E. Bartley, Jr.,** named manager, Eastern Region, Bethlehem, with supervision over sales offices there, and at Wilkes-Barre, Pa., Albany, N. Y., and Philadelphia. **John M. McGovern** heads the Central Region at Buffalo, N. Y., which serves Western New York, Ontario, Western Pennsylvania, Ohio, Michigan and Indiana. **Ralph W. Smith** heads the Western Region, Chicago, with jurisdiction over Western United States.

Thomas C. Richardson named division freight agent, Bethlehem.

LOUISVILLE & NASHVILLE.—**William E. Minor** named to the newly created position of director of internal audit and accounting procedures, Louisville, Ky. He was formerly assistant comptroller, **Glenmore Distilleries.**

Albert L. Nash, commercial agent, Mobile, Ala., named assistant to traffic manager, Louisville. **Robert H. Martin,** commercial agent, Louisville, appointed general agent there, to replace **William J. McDonald,** division freight agent, who retired Mar. 31 after nearly 49 years of service. **Kenneth G. Smith,** traffic department service agent, named freight traffic agent, Louisville.

MILWAUKEE.—**Edgar W. Chesterman,** general freight traffic manager-rates and divisions, Chicago, named assistant vice president-rates and divisions there. **Philip J. Cullen,** general freight traffic manager-special duties, appointed assistant vice president-special duties, with headquarters remaining at Chicago.

NEW YORK, SUSQUEHANNA & WESTERN.—**M. T. Staub,** superintendent, Edgewater, N. J., appointed general manager there. **J. E. Jones,** transportation supervisor—chief dispatcher, Paterson, N. J., succeeds Mr. Staub as superintendent at Edgewater.

READING.—**A. Myron Arnold,** assistant secretary and assistant treasurer, Philadelphia, appointed secretary and treasurer, succeeding **Birkett Howarth,** retired after 43 years with the Reading.

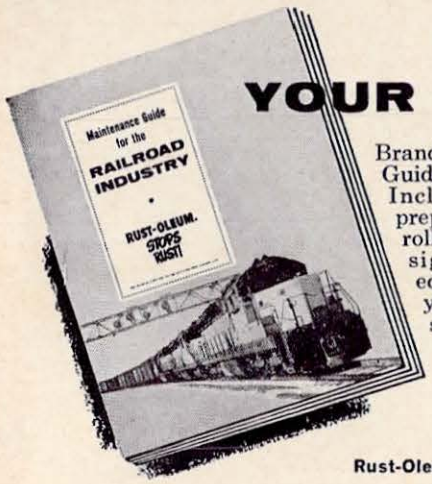
Andrew M. Poletynski, credit manager, **Chesapeake & Ohio,** Cleveland, appointed assistant treasurer, Reading, Philadelphia.

The position of comptroller was abolished last December and **Byron C. Cassell,** former comptroller, was named director of corporate planning, reporting to the president.

George F. VanLuvanee, chief train dispatcher, appointed assistant superintendent of passenger operations, succeeding **Joseph J. McCool,** resigned. **J. Stewart Warden,** general passenger agent, appointed manager of planning and analysis—passenger services. **Lawrence F. Pierce** succeeds Mr. VanLuvanee.

Byron E. Rice, manager of labor relations, appointed director of personnel and labor relations, Philadelphia. **Vance W. Bigelow,** assistant manager of labor relations, promoted to manager of labor relations. **Spencer H. Heltzinger,** supervisor of labor relations, named assistant manager of labor relations. **James Irvine, Jr.,** superintendent of relief, appointed superintendent of personnel and relief association.

UNION PACIFIC.—**Henry A. Leutenegger,** general freight agent-divisions, named assistant freight traffic manager-divisions, with headquarters remaining at Omaha. **Carl L. Elsasser,** assistant general freight agent, Salt Lake City, Utah, promoted to general freight agent—rates there.



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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended March 26 totaled 570,481 cars, the Association of American Railroads announced on March 31. This was a decrease of 2,092 cars, or 0.4% compared with the previous week; an increase of 35,916 cars, or 6.7%, compared with the corresponding week last year; and an increase of 56,551 cars, or 11.0%, compared with the equivalent 1964 week. Ton-miles generated by carloadings in the week ended March 26 are estimated at 14.4 billion, an increase of 14.2% above the corresponding week of 1965, and 20.6% above the 1964 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, March 26

District	1966	1965	1964
Eastern, including Allegheny and Pocahontas ..	232,339	226,860	211,085
Southern	121,623	108,168	109,499
Total Eastern and Southern Districts	353,962	335,028	320,584
Northwestern .	60,256	57,230	53,286
Central Western	113,265	105,127	102,845
Southwestern .	42,998	37,180	37,215
Total Western Districts	216,519	199,537	193,346
Total All Roads	570,481	534,565	513,930
Commodities:			
Grain and Grain products	52,753	48,701	43,412
Livestock	1,495	1,823	2,243
Coal	111,671	97,351	100,333
Coke	8,874	8,785	7,312
Forest Products	40,642	36,453	36,993
Ore	22,225	21,839	16,706
Merchandise l.c.l.	6,545	9,991	13,255
Miscellaneous .	326,276	309,622	293,676
March 26	570,481	534,565	513,930
March 19	572,573	543,576	524,149
March 12	557,600	548,736	509,057
March 5	544,639	531,658	506,280
Feb. 26	535,979	504,689	518,408
Cumulative total, 12 weeks ...	6,443,749	6,320,583	6,199,410
Estimated revenue ton-miles (billions) 12 weeks ...	162.5	149.8	146.8

PIGGYBACK CAR LOADINGS—U.S. piggyback loadings for the week ended Mar. 19 totaled 22,340 cars, carrying 37,311 trailers, compared with 20,271 cars, carrying 31,956 trailers, in the corresponding 1965 week. Loadings for 1966 up to Mar. 19 totaled 227,662 cars, carrying 375,292 trailers, compared with 205,340 cars, carrying 331,544 trailers, in the corresponding period of 1965.

IN CANADA—Carloadings for the seven-day period ended March 14 totaled 75,870 cars, compared with 76,536 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 14, 1966	75,870	27,882
March 14, 1965	70,672	26,009
Cumulative Totals		
March 14, 1966	749,917	263,800
March 14, 1965	696,347	246,094

FREIGHT-TRAIN CARS

► *Great Northern.*—Ordered 300 100-ton Center Flow covered hopper cars from ACF for delivery beginning in November.

► *Milwaukee.*—Added 1,100 new freight cars to its previously announced 1966 equipment program. Milwaukee will acquire 800 70-ton, 50½-ft wide-door box cars (including 400 cars with combination sliding and plug doors) and 300 100-ton, 4,427-cu-ft-capacity covered hopper cars equipped with trough hatches. The 1,100 cars and 20 locomotive units now being ordered will cost approximately $20.5 million. Milwaukee previously reported freight-car and locomotive orders totaling $15 million in its '66 program. In addition, the road has scheduled the rebuilding or conversion of 1,000 freight cars this year, continuing a program begun in 1963 which has involved 7,500 cars thus far.

► *Sinclair-Koppers Co.*—Bought 20 Center Flow cars from ACF to transport polyethylene plastic pellets. The cars, which are 55 feet long and have a capacity of 5,250 cubic feet, are specially equipped for plastic pellets service with eight 20-in. loading hatches and four pneumatic unloading outlets.

► *Southern Pacific.*—Ordered 1,475 wide-door box cars at a cost of about $21 million. With these added to previous orders, SP will be placing 4,575 more wide-door cars in its freight car fleet in the current 1966 program, with some deliveries carrying into 1967.

► *Orders increase.*—Orders for new freight cars in February totaled 12,707, compared with 8,655 in January and 4,770 in February 1965. Deliveries of new freight cars totaled 6,262 in February, compared with 7,725 in January, and 6,923 in February 1965. Backlog of cars on order and undelivered as of March 1 showed 11,882 on order in railroad shops and 39,878 in the shops of contract car builders, for a total of 51,760. This compared with 45,754 on order Feb. 1, 1966, and 34,703 on order March 1, 1965. As of March 1, 10,249 cars were scheduled for rebuilding, compared with 11,057 on Feb. 1, 1966 and 8,219 on March 1, 1965.

LOCOMOTIVES

► *C&O-B&O.*—Ordered 20 3,000-hp SD-40 diesel-electric locomotives from EMD at a cost of more than $5 million. Delivery will begin in June.

► *Milwaukee.*—Ordered 14 3,000-hp and six 2,800-hp diesel-electric units especially equipped for high-speed, long-haul operation between Chicago and the Pacific Northwest.

► *Norfolk & Western.*—Ordered 20 2,750-hp Century 628 diesel-electric locomotives, and five 3,000-hp Century 630 AC units from Alco at a cost of more than $6 million. Deliveries are now being made.

PIGGYBACK

► Trailer Train.—Ordered an additional 740 cars as follows: from ACF, 58 standard-level and 30 low-level flats; from Bethlehem Steel, 277 standard-level flats; from Pullman-Standard, 325 standard-level and 50 low-level flats. The new orders bring Trailer Train's purchases of cars since Jan. 1 to 2,416. TTX now has a total of 32,529 cars in service or on order.

YOU OUGHT TO KNOW

Center Flow fleet grows: ACF Industries' Huntington, W. Va., plant has turned out its 10,000th Center Flow dry bulk materials covered hopper and delivered it to the Burlington. The CB&Q has an order for 600 of the cars at a cost of more than $8 million. The Center Flow was developed by ACF five years ago as a versatile dry bulk car for grain and chemicals, and since then more than 150 different types of ladings have been shipped in the cars. Nearly 11,000 of the cars have been produced at the various ACF carbuilding plants.

Forest traffic growing in Maine: Last year, the Maine Central moved 400,000 more tons of freight over its lines than it did in 1964—and a good part of it was due to the growth of the forest products industry in the state. Maine Central President E. Spencer Miller, in a report to stockholders, pointed out that 53% of the road's traffic last year was furnished by the forest products industry, which is now completing a $200 million expansion program along MeC lines. And even better days are ahead, said Miller. "Our full (traffic) potential from new and expanding major industries will not be realized until the calendar year 1967."

Alleghany Corp. to sell its stock in NYC: The Alleghany Corporation, the big holding company that controls the New York Central, moved last week to sell off that control. The firm offered to distribute 984,000 Central shares in exchange for Alleghany preferred and common stock. An Alleghany spokesman citing the proposed Penn - Central merger, said: "Although Alleghany has every confidence in the prospects of the merged company, it questions the advisability of maintaining almost one-third of its portfolio investments in the stock of a corporation it would not control."

BAR upgrading locomotive fleet: The first new diesel-electric locomotives to be bought by the Bangor & Aroostook since 1954 rolled onto the BAR's lines last week. The road accepted delivery of two GP-38 2,000-hp units built by EMD for the BAR at a cost of more than $400,000. H. C. Duffy, manager of operations, said arrival of the new power marks the beginning of replacement cycle for the road's locomotive fleet. "We plan to acquire more periodically until we have replaced our entire fleet."

Early opening for St. Lawrence Seaway: Daylight navigation will be permitted on the Montreal-Lake Ontario section of the St. Lawrence Seaway beginning April 4—the earliest opening date in the waterway's seven-year history. Favorable ice conditions made the early opening date possible.

Executive changes at Stanray: Hal P. Kibbey was elected president and chief executive officer of Stanray Corporation at a board meeting following the annual stockholders' meeting last week. Kibbey has been a vice president. R. Arthur Williams, who will continue as chairman of the company, had also held the the positions of president and chief executive officer concurrent with that of chairman. Kibbey, 52, has been with Stanray since 1963.

Unit-train iron ore service test: Wheeling Steel's Steubenville, O. plant received its first all-rail shipment of iron ore pellets last week in a unit train of 95 cars. The train made the 900-mile trip from Republic, Mich., to Ohio via the Lake Superior & Ishpeming, the Chicago & North Western, and Norfolk & Western. The rail shipment was made as an experimental run prior to opening of the lake shipping season. Shipments of iron ore pellets normally move from the pelletizing plants via rail-lake-rail during the iron ore shipping season from early April to Dec. 1.

Truck tonnage: Intercity truck tonnage in the week ended March 19 was 0.1% above that of the previous week, and 5.0% ahead of the volume in the corresponding week of 1965, according to American Trucking Associations.

Current statistics

Net Income	
12 mos., 1965	$815,000,000
12 mos., 1964	694,000,000
Carloading, revenue freight	
12 wks., 1966	6,443,749
12 wks., 1965	6,320,583
Freight cars on order	
Mar. 1, 1966	51,760
Mar. 1, 1965	34,703
Freight cars delivered	
2 mos., 1966	13,987
2 mos., 1965	13,053
Serviceable cars	
Mar. 1, 1966	1,400,754
Mar. 1, 1965	1,398,903

NYC converts cars

(Continued from page 22)

● **Study of passengers.** Because there was some concern about the speed with which passengers could get on and off, and because it would have been difficult to justify the major rebuilding involved in installing a second vestibule during conversion, Central's suburban service men conducted some tests with the two-vestibule cars in service. This was done by having trainmen open only one door per car, then two doors per car, at typical suburban stations and timing the stops. No difference was found in loading time and little, if any, delay in unloading.

The conversion at Beech Grove involves, initially, the stripping of the reclining seats, the wide lounge-wash rooms at each end, and the window shades. A single toilet and water cooler remain at the vestibule end of the car. The double-glazed sash units were rebuilt with heat-resistant glass having graduated tinting so that window shades would no longer be required. New linoleum tile flooring was put down. The 54 pairs of high-backed, two-and-two reversible seats were then installed. These seats have stainless frames and are upholstered with neoprene cushioning covered with woven-plastic fiber.

● **Public address system.** Each car is fitted with a public address system, a new feature in NYC suburban equipment. Carbody exteriors of many of the units are extensively rebuilt in the course of conversion. Beech Grove strips the dented and unattractive fluted sheathing from many of the LAHT cars, installing flat sheets on letterboards and lower sides which are then finished with aluminized paint. The stainless-steel window strips show no deterioration and are retained. The resulting exterior is compatible with those cars which have stainless sides.

Side framing members are renewed in many of the cars. Heating and air-conditioning equipment is completely rehabilitated and new batteries are installed.

Availability of the through coaches for conversion to commuter cars is a reflection of the continued decline in long-distance train travel. NYC has just reported that its inter-city passenger miles dropped 93 million between 1964 and 1965, totalling 871 million last year. Mail and express revenues represented almost half of the passenger-train gross in 1965.

● **A continuing program.** At recent ceremonies marking the placing of the first train of the new cars in service, A. E. Perlman, NYC president, pointed out that "This expenditure is another example of Central's continuing efforts to provide its commuters with dependable and comfortable service. During the past four years, the railroad has invested approximately $15.6 million on commuter equipment."

A year ago the railroad completed a three-year, $14-million program which placed 87 new multiple-unit commuter coaches in service throughout the electrified zones of both the Hudson and Harlem divisions (RA, April 16, 1962, p. 29). This made possible a major retirement of obsolete electric equipment.

NYC has also established a Suburban Service Department to give full-time attention to the successful handling of its 40,000 daily commuters. During the recent New York City transit strike, for example, the daily passenger load doubled. Cooperating with New York State and the Tri-State Transportation Study, demonstration programs have introduced improved schedules and fare-collection procedures. Zone fares, zone stops, and off-train ticket collections have all been utilized in the course of speeding service. On-time record of suburban trains was 93.4% last year. ■

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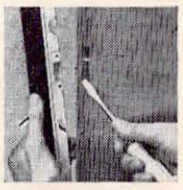

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Unit trains move alumina 1,700 miles

(*Continued from page* 26)

"The added capacity of about 14,000 pounds," says Alcoa's Herrman, "is a bonus payload in these aluminum cars." He notes that more railroads and shippers are turning to aluminum hopper cars to carry bulk materials in large volume.

More than 1.5 million pounds of Alcoa aluminum have been used in the 110 covered hoppers. The cars were built by Transco, Inc., Chicago-based builder of railway rolling stock, at its recently acquired plant in Macon, Ga. Production started in October 1965 and was completed in February.

● **Freight savings.** "These cars represent an important technological advance in railroad car construction," says C. R. Johnston, Transco president. "The substantial reduction of car weight afforded by aluminum will result in very significant savings to shippers on freight costs." Cars of this design, says Johnston, should interest railroads and other shippers because they are "ideally suited" for shipment of grain, salt, fertilizer and many other commodities.

The 4,200-cubic-foot carbody is divided into three compartments, with a total of six discharge gates. Rapid filling is achieved through ten circular hatch openings in the roof. The cars are of all-welded construction with some bolted and riveted auxiliary components.

● **Fabrication by Transco.** The Alcoa metal was fabricated by Transco into subassemblies at its Streeter, Ill., plant for delivery on flat cars to its Macon shop. Aluminum sheets and extrusions were used in the sides, ends, slope sheets, doors, roofs and hatch covers. The cars have steel center sills.

Facility was a locomotive shop

Transco's Macon carbuilding facility is the former locomotive shop of the Central of Georgia. After that facility had been idle for about a year, Transco took over, established four 800-foot production tracks and went into carbuilding less than two years ago. More recently the firm has opened a second car shop at San Bernardino, Cal. Most of its output has been for Southern railroads although cars have also been built for Western lines. Alcoa is one of Transco's first non-railroad customers.

Each car is 47½ feet long and has an over-all height of 14 feet 9 inches. Fitted with 100-ton trucks the load limit is approximately 214,000 pounds. Alcoa engineers point out that, in addition to the advantages of the greater payload, aluminum's corrosion resistance may be translated into cost savings. The cars are not painted and will not require the protection of paint.

● **Long-time car owner.** The new fleet of 110 covered hoppers is in addition to approximately 70 cars of 70-ton capacity which Alcoa has had in alumina service for some years. The earlier cars, however, have never been operated in unit trains. Experience, says an Alcoa spokesman, indicates that the new hopper cars, despite the demanding operation, should remain serviceable at least twice as long as other comparable equipment. It is expected that each train will make a round trip every two weeks. When one train is leaving Mobile for Massena, the other will be leaving Massena for Mobile.

The 5,300 tons of alumina which will be handled on each trip are enough raw material for the production of over five million pounds of metallic aluminum. ■

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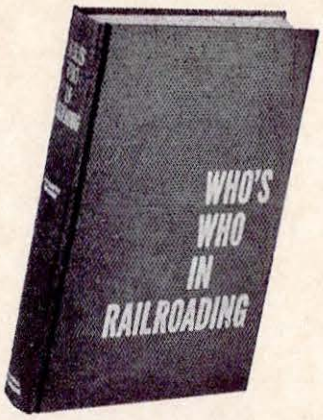

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THE ACTION PAGE

Wage guidelines? Not for us, RLEA declares

Rail labor chiefs are wheeling out the heavy artillery in an attempt to blast their way through the barrier between their unions and a wage scale considerably higher than that now enjoyed by rail employees.

The barrier is the President's Council of Economic Advisors, and its so-called "guidelines" which seek to hold both prices and wages in line with measurements of productivity. Some observers—recalling the settlement of the New York transit strike on terms far exceeding the guidelines—would regard them as a rather flimsy barrier. But the Railway Labor Executives' Association is taking no chances—not with guidelines which envision increases of not more than 3.2% and union demands already served which call for wage boosts ranging from 18% to 25%, and fringe-benefit improvements which would run the total cost much higher.

Productivity—raw and refined

RLEA Chairman G. E. Leighty is the union spokesman. And, in a presentation to the Joint Economic Committee of Congress, Mr. Leighty undertakes to demolish the guidelines on a variety of bases. He cites the familiar union argument regarding increased productivity in the railroad industry, and he contends that real wages haven't kept pace. He also expresses concern that emergency boards hearing rail wage cases may consider themselves bound to hew to the guidelines, since board members are in a sense representatives of the President, and it's his advisors who establish the figures.

The productivity argument is a tired one, but one which the organizations unfailingly put forward. Certainly, a coupling of reduced employment figures with (for example) improved train-performance figures would result in a raw indicator of increased productivity. But a coupling like this gives no weight to more efficient operating practices. And, importantly, it ignores the impact of the more-than-$10-billion-worth of new technology which railroads have bought during the past 10 years alone.

RLEA's submission is liberally laced with figures —on productivity in industry generally, on corporate cash flow, on profits, on ratios of profits-to- equity, on short-term consumer credit, on ratios of stock prices-to-earnings and dividends-to- earnings (and, as RLEA sees it, "the only real inflation in the United States in recent years has been in the stock market").

At one point, the union chiefs' presentation concedes that the CEA report deals separately with the railroad industry "as a part of transportation, but [it] fails to develop the disparity between the great increase in man-hour output and low real wage increases. The ambiguous and incoherent exceptions to the general guide-posts give no clear mandate to correct the gross inequities from which railway workers suffer."

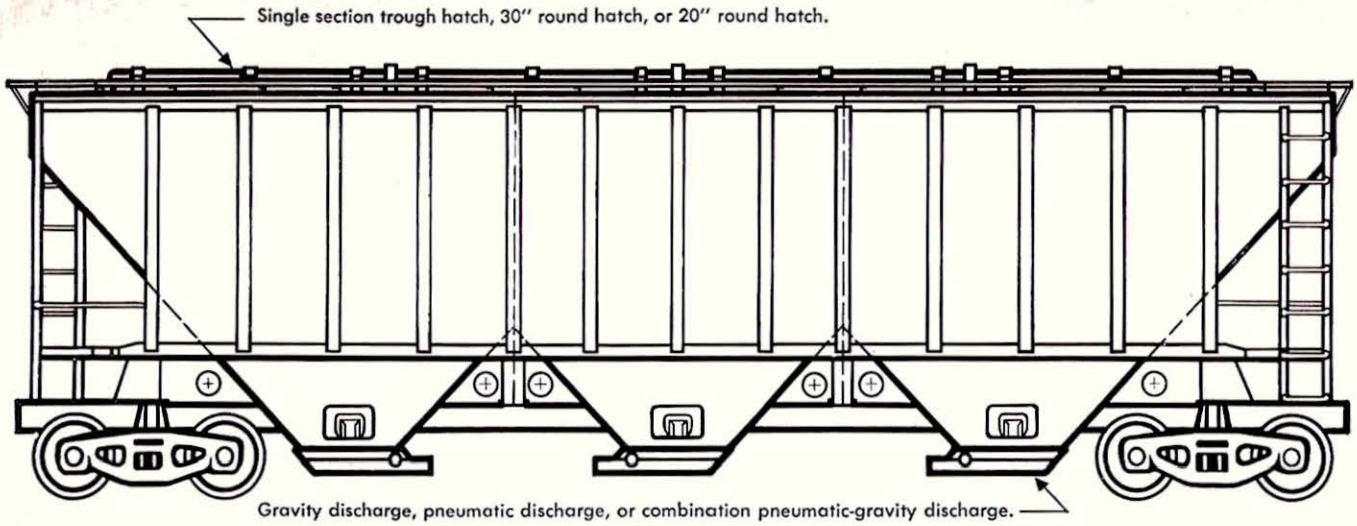
RLEA even attempts to use railroad rate-making practices as a weapon against the industry. Railroads have been proud of the fact that average ton-mile costs to shippers have been declining, while prices generally were rising. Rates have been cut, in acceptance of economies possible with new technology and as a means of building business and creating a more stable industry. But the union executives cite the "reduced price to the shipping public" as a factor supporting "the wisdom of a policy of correcting the gross inequity in wage treatment of [the industry's] employees over the past eight years."

(It might be noted in passing that RLEA's use of 1958 as a base for comparison could be somewhat misleading. From an amount-of-increase standpoint over the past decade, earnings and straight time hourly rates peaked in '58—while freight traffic, in terms of ton-miles, was only slightly above the lowest figure for the period. And this, of course, tends to minimize earnings' increases to date at the same time it maximizes traffic gains.)

It really isn't all that bad

Have rail employees actually done badly in the decade 1956-65? The figures show that average total employment cost per hour worked climbed by 55%. RLEA puts its emphasis on "real wages," to the exclusion of fringe benefits, but here, too, there's been a sizable increase—about 35% in 10 years in the average straight time hourly rate of pay. Average annual earnings of employees in the same period have gone up by 45%.

Now "restraint" is urged by the Administration as the order of the day—and the organizations could find themselves in a precarious position. If they incur Administration wrath, they come off losers. If they succeed in breaching the guidelines, the higher costs could well weaken the industry in its competitive efforts, and the organizations still come off long-run losers. Perhaps it's time to reconsider restraint.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